

APPENDIX I

City and UTA Response Letters



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February 23, 2015

Carlos M. Braceras, Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84114-1250

Randy Jefferies, Project Manager
UDOT West Davis Corridor EIS
466 North 900 West
Kaysville, Utah 84037

Roger Borgenicht, Co-Chair
Utahns for Better Transportation for the Shared Solutions Coalition
218 East 500 South
Salt Lake City, Utah 84111

Re: Shared Solution Alternative Land Use Scenario

Dear Mr. Braceras, Mr. Jefferies & Mr. Borgenicht:

West Point City has been asked to respond to the Shared Solution Alternative to the West Davis Corridor Project. As we understand it, this alternative differs from other alternatives previously examined in that it is more specific to land-use changes. The Shared Solution Coalition has prepared and presented this alternative to the West Point City Mayor and administrative staff. This land use alternative has reference to the West Davis Corridor Environmental Impact Statement and West Point City has received both oral presentations and written documents illustrating the Alternative. UDOT and Mr. Borgenicht have requested a response to the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.

As you are aware, the City Council, as the legislative body of the City, has the legally vested responsibility to adopt a General Plan to guide land use decisions in the City. This decision by the City Council is made following a recommendation from the Planning Commission and input from the citizenry, property owners and business community. The General Plan consists of many community and economic development components that describe the vision of the community and proposed and expected land uses. The proposed Shared Solution Alternative within West Point City is not as significant a change from the City's General Plan as other cities may see, however, it is a change that we feel is not right for our community. West Point's administrative staff has evaluated the details of the differentiation between our adopted General Plan and Policies and the Shared Solution Alternative.

Determination

West Point City has determined that the 2040 land use scenario as described by the Shared Solution Coalition is **not** reasonable, practical or feasible from a technical and economic standpoint.

Also, because of the changes that would be required to our General Plan, West Point City will **not** consider incorporating the Alternative land use scenario into the General Plan or zoning map at the completion of UDOT's Environmental Impact Statement process.

The Wasatch Front Regional Council and the West Davis Corridor Environmental Impact Study has incorporated the presently adopted General Plan of land uses into the analysis and modeling for the corridor's purpose and need. West Point City believes the 2040 land use projections contained in the EIS to be accurate, as a description of the City's goals, for community and economic development in our community.

West Point City has participated in the Wasatch Choice for 2040 Vision and is implementing land use and economic development policies that are generally consistent with the framework of the regional vision. The details of land use, housing and economic development policies are best determined by local communities. West Point City also participates in and supports the nationally acclaimed and award winning "Utah's Unified Transportation Plan 2011-2040", which is part of the Wasatch Choice for 2040 Vision. This unified 2040 Regional Transportation Plan provides the land use/transportation connections that are essential, with a high expectation of implementation by the participating and affected municipalities. West Point City supports and incorporates into our local planning the implementation of the roadway networks, transit improvements and active transportation elements of the 2040 Regional Transportation Plan.

West Point City believes that amending the City's General Plan to incorporate the Alternative is not beneficial to its citizens, the economic strength of the business community, or the health and welfare of the community. Simply put, while there are good things this Alternative tries to accomplish, we feel it is not in line with the vision we have for our City. Thank you for the opportunity to respond.

Respectfully submitted,


Erik Craythorne, Mayor


Kyle W. Laws, City Manager



WEST HAVEN CITY

MAYOR
Sharon Bolos

COUNCIL MEMBERS
Blaine H. Holmes
Stephanie Carlson
Randy Hunter
Dawnell Musselman
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April 27, 2015

Re: **Shared Solution Alternative Land Use Scenario –
Document Dated February 12, 2015**

To Whom It May Concern:

This letter is in regards to the Shared Solution Coalition land use alternatives as part of the West Davis Corridor Study being conducted by UDOT. West Haven City (WHC) understands there are great challenges in dealing with growth. WHC has reviewed the Shared Solution land use scenario as laid out for the WHC area.

In answer to the two questions posed by the coalition WHC offers the following:

1. The City has been considering similar land use concepts as part of its planning process. However, the City has concerns whether these concepts are economically feasible. The City has talked to developers about these concepts; they are not interested in some of these concepts at this time due to cost and marketability in the WHC area.
2. WHC has already changed their General Plan to accommodate mixed use for the areas that this alternative talks about in WHC. We feel no further changes would be needed in WHC.

We appreciate your efforts in studying this alternative and in the suggestions that have been made in regards to WHC. The City also sees that the West Davis Corridor, at least to 5600 South in Weber County, is needed and reasonable.

If you have any questions please call.

Sincerely,
WEST HAVEN CITY

Sharon Bolos
Mayor

Steven L. Anderson, P.E.
City Engineer/Planner



FARMINGTON CITY

H. JAMES TALBOT
MAYOR

DOUG ANDERSON
JOHN BILTON
BRIGHAM N. MELLOR
CORY R. RITZ
JAMES YOUNG
CITY COUNCIL

DAVE MILLHEIM
CITY MANAGER

May 7, 2015

Roger Borgenicht
Co-Chair Utahns for Better Transportation for Shared Solution Coalition
218 East 500 South
Salt Lake City, UT 84111

Randy Jefferies
Project Manager West Davis Corridor—Utah Department of Transportation
466 900 West
Kaysville, UT 84037

Dear Roger and Randy:

Dave Millheim asked me to provide a written response to the Shared Solution Alternative as requested in a memo from Roger addressed to Mayor Jim Talbot, dated February 5, 2015, and via an email from Randy dated February 25, 2015. The document consists of 35 pages. I redlined some of these pages and provided supporting information (see attached), but in an effort to better organize my thoughts for both of you, I numbered each page and provided additional narrative below where warranted:

- Page 1: It seems reasonable that if most communities in the WDC study area, and their planners, support the WC2040 that they will also embrace the concepts discussed on this page.
- Page 2: Question 1: Yes, if the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, the 2040 land use scenario described in the attached documents is reasonable (i.e. practical or feasible from a technical and economic standpoint)--so long as modifications as per the attached redlines are made to the Shared Solution Alternative for Farmington.
- Question 2: Yes, Farmington City would consider incorporating the land use scenario into its general plan or zoning map because basically it has already done so.
- Page 5: Please insert the extension of the Legacy Trail to be built in the future connecting the commuter rail stop to the Shepard Lane area next to UP tracks.

Page 9: Please re-consider modeling constraints under 1.a. and 1.b. Farmington City conducted an assessment of remaining developable land and redevelopment opportunities within the WDC study area (in many cases this was verified with respective municipal staffs), and did a thorough review of future land use plans and/or zoning ordinances of each of the 12 cities, including unincorporated areas. Upon completion of this analysis, the City discovered the 2040 occupied housing numbers used by the WFRC significantly higher than actual data projected, or otherwise, for each municipality.

A WDC as envisioned by the UDOT team may result in a continuation of existing commuter patterns whereby residents leave the study area to find work elsewhere. It is conceivable that the study area will realize job growth, or additional jobs as forecasted in the Shared Solution, if the WDC does not become a reality as set forth in UDOT's current preferred scenario (the Glover's Lane alignment).

Page 10: Local municipalities dictate land use. If the Utahns for Better Transportation for Share Solution Coalition consider what is actually occurring on the ground and is projected for each city via their land use plans and ordinances regarding occupied housing, than the Coalition must modify their assumptions related to 3.g. and 4.a. Attached for your reference is the WFRC 2040 occupied housing data for the WDC study area by TAZ, and a local estimate regarding the same.

Page 12: Figure 1 is not consistent with the Farmington City General Plan or General Land Use Map (see attached redlined drawing).

Page 14: Figure 2 titled "Planned Land Use Farmington" does not reflect the City's General Land Use Plan (see attached relines and City plan).

Page 16: As Figures 1 and 2 are updated per City plans, then table on page 16 must be updated accordingly (see redlines).

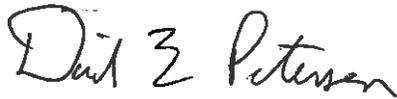
Pages 22
and 24: The two household scenarios illustrated on these pages are reasonably close.

Pages 26
and 28: Likewise, the employment scenarios on pages 26 and 28 are similar.

Pages 30
and 33: See the attached housing data referenced above.

Page 35: Do the WDC Employment numbers in this table reflect the 2007 estimate by the WFRC? If so, is there an estimate available regarding what will happen to these employment numbers if WDC is actually constructed (i.e. the Glover's Lane alignment)?

Sincerely,

A handwritten signature in black ink that reads "David E. Petersen". The signature is written in a cursive style with a large initial "D".

David E. Petersen
Farmington City
Community Development Director

Cc: Dave Millheim, City Manager

February 5, 2015

From: The Shared Solution Coalition

To: Mayor Jim Talbot, Farmington City

RE: Shared Solution Alternative Land Use Scenario

Background

For the last six months, UDOT, the Shared Solution Coalition and local communities have been collaboratively developing the Shared Solution alternative as part of the West Davis Corridor (WDC) study. This alternative is fundamentally different from all previously studied WDC alternatives because it proposes both transportation investments and a modified land use scenario in anticipation of future growth in West Davis and Weber counties.

The Shared Solution is an effort to realize the vision and principles of the Wasatch Choice for 2040 (WC2040). WC2040 is a publically vetted, proactive approach to growth on the Wasatch Front. While growth can be an opportunity, it also poses great challenges. Fortunately the WC2040 provides an actionable, nationally-recognized strategy to maintain our quality of life as we grow. The Wasatch Choice for 2040 prioritizes nine growth principles, including:

- Building and maintaining efficient infrastructure;
- Creating regional mobility through transportation choices;
- Developing healthy, safe communities;
- Providing housing choices for all ages and stages of life;
- Promoting a sense of community in our cities and towns.

To enact these principles, WC2040 encourages communities to:

- Focus growth in economic centers and along major transportation corridors;
- Create mixed-use centers;
- Target growth around transit stations;
- Encourage infill and redevelopment to revitalize declining parts of town; and
- Preserve working farms, recreational areas, and critical lands.

The Shared Solution alternative proposes implementing these principles and strategies in Davis and Weber Counties through a collaborative, integrated approach to transportation improvements and land use development.

The Shared Solution Alternative

The West Davis Corridor Study is rooted in concerns about automobile congestion and delay in West Davis/Weber Counties in 2040. Like all other Study alternatives, the Shared Solution was modelled for its ability to reduce this anticipated automobile congestion and delay. In December 2014, the Shared Solution passed this Level 1 Screening, including significantly reduced congestion on east-west roadways. Passing Level 1 screening advanced the Shared Solution to Level 2 screening, where it will be evaluated for its impacts to the built and natural environments.

The success of the Shared Solution's transportation system depends on a proactive growth strategy. Again, learning from WC2040, the Shared Solution centers growth along major transportation

corridors, and brings better jobs/housing balance to Davis County, provides housing choices served by transit, and keeps open and agricultural lands for future generations. This land use vision was developed in collaboration with West Davis/Weber cities in a UDOT led workshop on September 4, 2014. In addition, this land use scenario, and corresponding employment and household distribution, was reviewed by the Wasatch Front Regional Council and deemed reasonable.

The Shared Solution’s land use scenario envisions a variety of development types focused on major intersections and roadways. A number of arterials are transformed into boulevards, improving the functional and aesthetic quality of the road while maintaining existing Right-of-Way; building compact, mixed-use activity centers with a mix of jobs and housing at boulevard nodes; making transit a convenient, affordable choice; and improving safety for people choosing to walk or bike for transportation or recreation. In many cases, the Shared Solution reflects the visions of local communities. Many boulevards and activity centers are already planned town centers or redevelopment areas. The Shared Solution simply offers a regionally connected vision for local cities, supporting land use visions with transportation investments and recommending place making strategies like form-based code and aesthetic improvements.

While generally consistent with local plans, the Shared Solution does include some modification to existing municipal general plans in West Davis and Weber Counties. The Shared Solution Coalition is therefore asking all cities to review the Shared Solution land use scenario. We are asking cities to answer the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT’s Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.

Thank you for your consideration.

Sincerely,

Roger Borgenicht
Co-Chair Utahns for Better Transportation for Shared Solution Coalition
218 East 500 South
Salt Lake City, UT 84111
(801) 355-7085
future@xmission.com

West Davis Corridor (WDC) EIS
Shared Solution Alternative (SSA) Data Packet for Farmington
February 25, 2015
List of Attachments

Attachment 1: SSA Map – updated 2/17/2015

Attachment 2: Preliminary Level 1 Screening Results for SSA (Dec. 2014)

Attachment 3: SSA Land Use Modeling Assumptions and Methodology Memo

Attachment 4: Map of Proposed Shared Solution Redevelopment Areas in Farmington (Figure 1)

Attachment 5: Map of Farmington Planned Land Uses for Proposed Redevelopment Areas (Figure 2)

Attachment 6: Comparison Table for Proposed Shared Solution Land Use and Farmington Planned Land Use

Attachment 7: Shared Solution Land Use Designations Reference Tables

Attachment 8: Comparison Maps for Households in 2009 with 2040 WDC and 2009 with 2040 SSA in Farmington

Attachment 9: Comparison Maps for Households in 2040 WDC and 2040 SSA (total change and %) in Farmington

Attachment 10: Comparison Maps for Employment in 2009 with 2040 WDC and 2009 with 2040 SSA in Farmington

Attachment 11: Comparison Maps for Employment in 2040 WDC and 2040 SSA (total change and %) in Farmington

Attachment 12: Comparison Tables for Households and Employment for 2009, 2040 WDC, and 2040 SSA

Attachment 13: Comparison Map for Households in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

Attachment 14: Comparison Map for Employment in 2040 WDC and 2040 SSA (total change) in Davis and Weber Counties

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Attachment 1
SSA Map – updated 2/17/2015



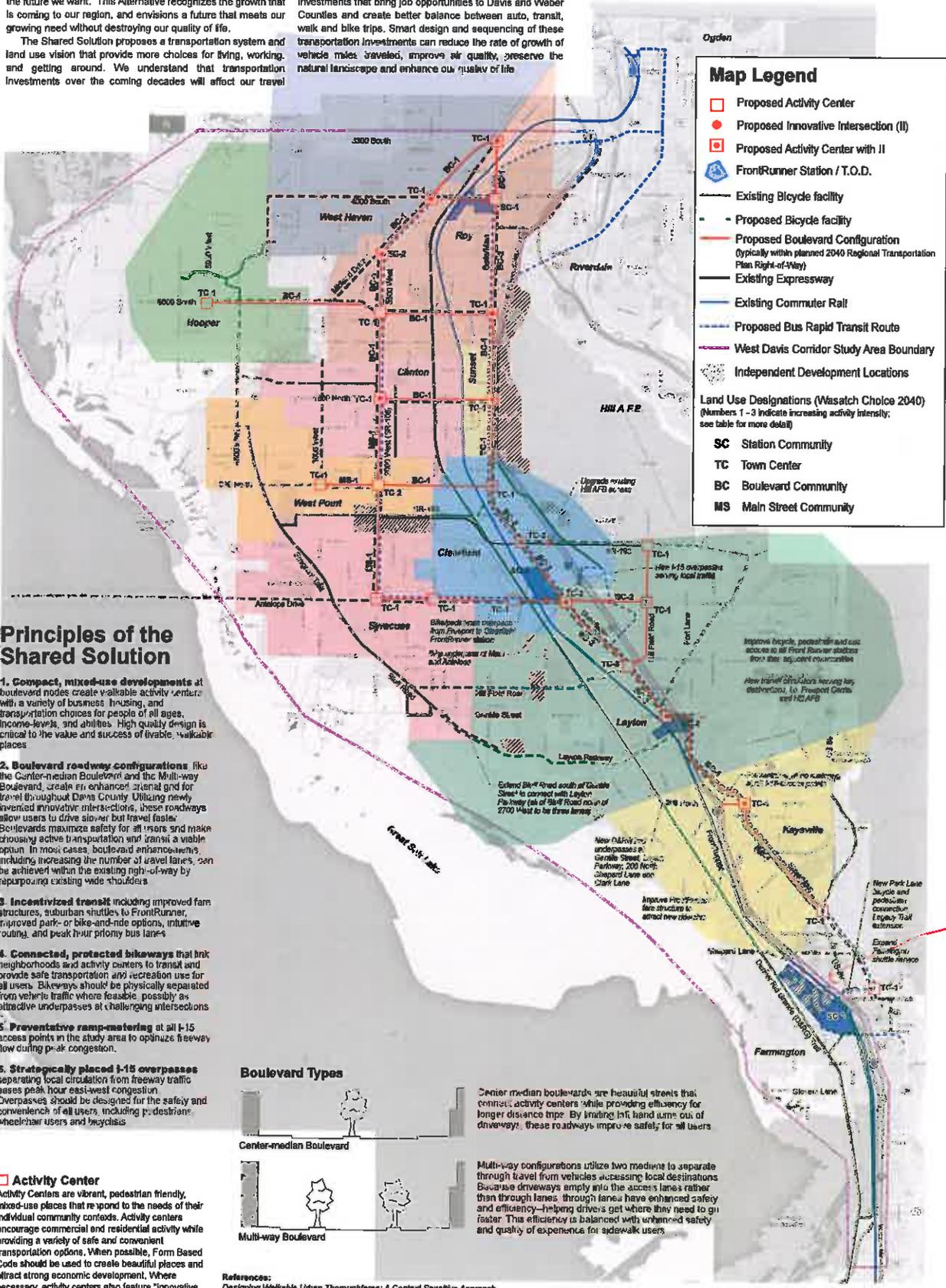
The Shared Solution Alternative

A Proposal for Livability and Mobility in West Davis and Weber Counties

The Shared Solution Alternative to the West Davis Freeway grows out of the Wasatch Choice for 2040, "a vision for building the future we want." This Alternative recognizes the growth that is coming to our region, and envisions a future that meets our growing need without destroying our quality of life.

The Shared Solution proposes a transportation system and land use vision that provide more choices for living, working, and getting around. We understand that transportation investments over the coming decades will affect our travel

needs as well as how our cities and towns grow and change. This Alternative therefore proposes transportation investments that bring job opportunities to Davis and Weber Counties and create better balance between auto, transit, walk and bike trips. Smart design and sequencing of these transportation investments can reduce the rate of growth of vehicle miles traveled, improve air quality, preserve the natural landscape and enhance our quality of life.



Map Legend

- Proposed Activity Center
- Proposed Innovative Intersection (II)
- ◻ Proposed Activity Center with II
- ◻ FrontRunner Station / T.O.D.
- Existing Bicycle facility
- - - Proposed Bicycle facility
- Proposed Boulevard Configuration (typically within planned 2040 Regional Transportation Plan Right-of-Way)
- Existing Expressway
- Existing Commuter Rail
- - - Proposed Bus Rapid Transit Route
- West Davis Corridor Study Area Boundary
- ◻ Independent Development Locations

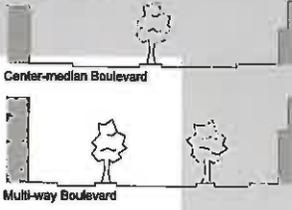
Land Use Designations (Wasatch Choice 2040)
(Numbers 1-3 indicate increasing activity intensity; see table for more detail)

- SC** Station Community
- TC** Town Center
- BC** Boulevard Community
- MS** Main Street Community

Principles of the Shared Solution

- 1. Compact, mixed-use developments** at boulevard nodes create walkable activity centers with a variety of business, housing, and transportation choices for people of all ages, income levels, and abilities. High quality design is critical to the value and success of livable, walkable places.
- 2. Boulevard roadway configurations** like the Center-median Boulevard and the Multi-way Boulevard, create an enhanced arterial and for travel throughout Davis County. Utilizing newly invented innovative intersections, these roadways allow users to drive slower but travel faster. Boulevards maximize safety for all users and make choosing active transportation and transit a viable option. In most cases, boulevard enhancements, including increasing the number of travel lanes, can be achieved within the existing right-of-way by repurposing existing wide shoulders.
- 3. Incentivized transit** including improved fare structures, suburban shuttles to FrontRunner, improved park- or bike-and-ride options, intuitive routing, and peak hour priority bus lanes.
- 4. Connected, protected bikeways** that link neighborhoods and activity centers to transit and provide safe transportation and recreation use for all users. Bikeways should be physically separated from vehicle traffic where feasible, possibly as attractive underpasses at challenging intersections.
- 5. Preventative ramp-metering** at all I-15 access points in the study area to optimize freeway flow during peak congestion.
- 6. Strategically placed I-15 overpasses** separating local circulation from freeway traffic eases peak hour east-west congestion. Overpasses should be designed for the safety and convenience of all users, including pedestrians, wheelchair users and bicyclists.

Boulevard Types



Center-median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. By limiting left hand turns out of driveways, these roadways improve safety for all users.

Multi-way configurations utilize two medians to separate through travel from vehicles accessing local destinations. Because driveways empty into the access lanes rather than through lanes, through lanes have enhanced safety and efficiency—helping drivers get where they need to go faster. This efficiency is balanced with enhanced safety and quality of experience for sidewalk users.

Activity Center
Activity Centers are vibrant, pedestrian friendly, mixed-use places that respond to the needs of their individual community contexts. Activity centers encourage commercial and residential activity while providing a variety of safe and convenient transportation options. When possible, Form Based Code should be used to create beautiful places and attract strong economic development. Where necessary, activity centers also feature "innovative intersections" that divert left turns, enhance pedestrian safety, and increase automobile efficiency.

References:
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
Institute of Transportation Engineers Guide, 2010
Wasatch Choice for 2040

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Attachment 2

Preliminary Level 1 Screening Results for SSA (December 2014)

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**Preliminary Level 1 Screening Results for the Shared Solution Alternative (12/12/14)
West Davis Corridor EIS**

Description		North-South Road Lane-Miles With PM Period V/C >= 0.9	East-West Road Lane-Miles With PM Period V/C >= 0.9	Vehicle Miles Traveled (VMT) With PM Period V/C >= 0.9	Vehicle Hours Traveled (VHT) With PM Period V/C >= 0.9
NO ACTION		43.5	26.9	245,500	9,490
MEAN		31.4	23.2	177,700	7,160
TOP QUARTILE		17.9	20.2	97,400	5,340
Daily Total Delay (Hr)					
		10,760			
		8,950			
		8,060			

Alt.	Facility Type	Description	8,750	18.4	10.5	68,800	3,760
SS	Shared Solution	The Shared Solution Alternative*					

- *The Shared Solution Alternative includes the following assumptions that still need to be verified:
- Land use changes that require city approval.
 - Transit projects and incentives that require UTA approval.
 - Increased bicycle mode share
 - Increased capacity at innovative intersections.
 - Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.

Attachment 3
SSA Land Use Modeling Assumptions and Methodology
Memo

Shared Solution Alternative

Land Use Modeling Assumptions and Methodology

January 14, 2015



WEST DAVIS
CORRIDOR

This is a summary of the assumptions and methodology used in developing the land use data inputs to the WFRC travel model for analyzing the Shared Solution Alternative. These have been collaboratively developed through multiple meetings with the Shared Solution Coalition and the WDC study team. It is important to realize that the resulting data is simply an estimate of what land use might look like if the mixed use principles espoused by the Shared Solution Alternative are implemented by local governments. The details of which parcels will redevelop and the density to which they will redevelop are all best guesses. Reality will obviously vary.

1. Modeling Constraints

- a. Residential and commercial categories will remain consistent with county-wide control totals (i.e. land use growth can be moved throughout the county, but not added or subtracted from the total) X
- b. The resulting study area trip generation in the WFRC travel model will be approximately equal to that of the other West Davis Corridor alternatives X

2. Redevelopment Parcel Identification

- a. Based on mixed use developments in other areas, it was assumed that:
 - i. boulevards and Main Street communities would have a total width of 500 feet (250 feet on either side of the roadway centerline)
 - ii. town centers would comprise a square ¼ mile in length on each side (centered on the key intersection)
 - iii. redevelopment would occur within a 750 foot radius of key transit stops in Layton (assumed to be town centers)
- b. Parcels were selected for potential redevelopment using ET+ data based on the following criteria:
 - i. agricultural and vacant land uses
 - ii. retail land uses with structures built prior to 2009
 - iii. office and industrial land uses with structures built prior to 1989
 - iv. single family land uses with a lot size greater than 1 acre and mobile home land uses
- c. Parcels were generally clipped at the boulevard or town center boundary; however, there were locations along SR-126 and in Layton around I-15 where the entire parcel was selected
- d. Approximately ½ of the parcels within the buffer areas (1,780 acres out of 3,653 acres) were selected as candidates for redevelopment

3. Redevelopment Mixed Use and Density Estimation

- a. Boulevard and town center locations and intensities were based on city inputs from the Shared Solution land use workshop
- b. The range of floor area ratios (FAR) and residential densities from the Wasatch Choices for 2040 was used as a starting point
- c. The boulevard and town center development types were further subdivided such that development intensity generally increased from west to east (i.e. the closer to I-15 the higher the density)
- d. To improve the jobs / housing balance in the study area approximately 11,000 additional jobs were moved into the study area and about 1,500 houses were moved out X

(10)

- e. It was assumed that 1/3 of the household growth and 80% of the employment growth in the study area would take place within the mixed use development / redevelopment areas
- f. Household and employment growth were distributed among the various boulevards, town centers, etc. based on the target FAR for each development type (average household size and household income were also estimated for each development type, which, on average, were each assumed to be less than the original overall study area average)
- g. Travel model TAZs were split to match the mixed use development / redevelopment areas and the household and employment growth were distributed among the TAZs based on the proportion of each development type within each TAZ (adjustments were made to account for existing land uses that would be redeveloped)

*

4. Adjustments to Non-Redevelopment Areas

- a. Growth outside of the mixed use development / redevelopment zones, but inside the study area was distributed through those zones based on the original 2009 to 2040 growth assumptions and an adjustment factor that placed more growth on the east side of the study area than on the west side *
- b. Outside of the study area, land use adjustments were made to account for households that were moved out of the study area and jobs that were moved into the study area
 - i. new households were assumed to be added to Ogden and south Davis County so as to be closer to employment centers
 - ii. employment growth was taken most heavily from the fringes of Weber and Davis Counties and less heavily from the more urbanized areas

City/Jurisdiction	TAZ	WFRC 2007 Estimate Occupied Dwelling Units 2040	Farmington Estimate Occupied Dwelling Units 2040	Difference	% Change From Farmington to WFRC
Hooper	126	479.233294	169.714829	309.518465	182.375616%
Hooper	127	976.215969	667.303171	308.912798	46.292721%
Hooper	128	1296.748913	638.551610	658.197303	103.076602%
Hooper	129	1073.315525	493.724341	579.591184	117.391657%
Hooper	130	1001.273919	501.181561	500.092358	99.782673%
Hooper	131	1196.517113	852.075512	344.441601	40.423835%
Hooper/West Haven	132	1148.489375	490.070927	658.418448	134.351665%
West Haven	133	1425.170907	278.307000	1146.863907	412.085900%
Roy/Hooper	134	823.780107	426.436887	397.343220	93.177498%
Hooper	135	773.664207	489.899610	283.764597	57.923009%
Roy/West Haven	136	1687.234550	1015.002000	672.232550	66.229677%
Roy	139	1014.846975	975.519000	39.327975	4.031492%
Roy	140	1717.513657	654.159683	1063.353974	162.552661%
Roy	141	1617.281857	478.611000	1138.670857	237.911552%
Roy	142	215.080738	340.163035	-125.082297	-36.771279%
Roy	143	616.007938	324.060643	291.947295	90.090328%
Roy	144	396.750875	523.327747	-126.576872	-24.186922%
Roy/Hooper	145	975.171000	1211.301018	-236.130018	-19.493917%
Roy	146	229.697875	292.862258	-63.164383	-21.567949%
Roy	147	722.504225	796.401000	-73.896775	-9.278840%
Roy/Hooper	148	584.000000	650.921645	-66.921645	-10.281060%
Roy	149	468.792481	442.815786	25.976695	5.866253%
Roy	150	352.899463	424.700594	-71.801131	-16.906294%
Roy	151	491.762269	363.310224	128.452045	35.356023%
Roy	152	517.864300	480.052568	37.811732	7.876582%
Roy	153	1100.461638	823.234801	277.226837	33.675306%
Roy	154	687.005463	642.082889	44.922574	6.996382%
Roy	155	413.456175	213.356697	200.099478	93.786359%
Roy	156	500.114919	409.275000	90.839919	22.195326%
Roy	157	533.525519	544.462136	-10.936617	-2.008701%
Roy	158	442.690450	477.033369	-34.342919	-7.199270%
Roy	159	359.163950	360.291026	-1.127076	-0.312824%
Roy	160	626.448750	346.201432	280.247318	80.949208%
West Point DC	284	246.390956	246.390956	0.000000	0.000000%
West Point DC	285	127.665241	350.236497	-222.571256	-63.548847%
West Point	286	614.009018	1571.099022	-957.090004	-60.918503%
West Point/Syracuse	287	910.881367	1746.993394	-836.112027	-47.860057%
West Point/Clinton/DC	288	637.312991	377.182188	260.130803	68.966884%
West Point/Clinton	289	1296.000000	833.267021	462.732979	55.532376%
West Point	290	1483.348520	797.565187	685.783333	85.984612%
West Point/Clinton	291	1809.000000	1260.133033	548.866967	43.556272%

Clinton	292	493.436290	359.550145	133.886145	37.237127%
Clinton	293	867.313069	795.454145	71.858924	9.033698%
Clinton	294	1022.335148	919.231721	103.103427	11.216261%
Clinton	295	512.687398	413.635772	99.051626	23.946581%
Clinton	296	597.797559	427.049999	170.747560	39.983037%
Clinton	297	758.898935	460.229000	298.669935	64.895940%
Clinton	298	680.881288	563.367000	117.514288	20.859278%
Clinton	299	664.669829	561.429383	103.240446	18.388857%
Clinton	300	859.207339	742.399000	116.808339	15.733903%
Sunset	301	501.542020	413.071669	88.470351	21.417676%
Sunset	302	620.088316	484.429548	135.658768	28.003818%
Clinton	303	1142.907876	1095.342924	47.564952	4.342471%
Sunset	304	660.616964	452.268250	208.348714	46.067508%
Sunset	305	456.960507	384.930533	72.029974	18.712461%
Clearfield	306	565.374641	548.421213	16.953428	3.091315%
Clearfield	307	607.929721	542.473043	65.456678	12.066347%
Clearfield	308	1129.736065	979.560275	150.175790	15.330939%
West Point	309	824.757989	588.106059	236.651930	40.239669%
West Point	310	685.947369	619.637085	66.310284	10.701471%
West Point/Syracuse	311	801.454016	1236.710853	-435.256837	-35.194713%
West Point/Syracuse	312	1089.207418	814.319404	274.888014	33.756780%
Syracuse	313	1177.357227	930.150758	247.206469	26.577032%
West Point/Clinton	314	826.000000	1012.082500	-186.082500	-18.386100%
West Point/Clearfield	315	1006.123490	1059.342348	-53.218858	-5.023764%
Clearfield/Syracuse	316	530.000000	103.171654	426.828346	413.706990%
Clearfield/Syracuse	317	1782.247300	1439.768115	342.479185	23.787107%
Clearfield	318	217.841483	30.930481	186.911002	604.293885%
Clearfield	319	586.652181	959.479085	-372.826904	-38.857221%
Clearfield	320	314.097023	606.149314	-292.052291	-48.181576%
Clearfield	321	1012.202986	842.260778	169.942208	20.176911%
Layton/Clearfield	322	1160.132551	1657.247094	-497.114543	-29.996405%
Clearfield	323	1415.463034	590.058398	825.404636	139.885245%
Syracuse	340	887.577393	1441.240997	-553.663604	-38.415755%
Syracuse DC	341	160.088160	942.105212	-782.017052	-83.007401%
Syracuse	342	851.101610	618.490000	232.611610	37.609599%
Syracuse	343	680.881288	611.679529	69.201759	11.313401%
Syracuse	344	989.912229	713.661742	276.250487	38.708883%
Syracuse	345	728.502449	537.072426	191.430023	35.643242%
Clearfield/Syracuse	346	407.312913	854.478353	-447.165440	-52.331980%
Clearfield	347	971.674338	1153.944851	-182.270513	-15.795427%
Syracuse/Clearfield/Layton	348	941.000000	832.083887	108.916113	13.089559%
Clearfield/Layton	349	1208.000000	1340.727460	-132.727460	-9.899660%
Syracuse/Layton	350	531.000000	583.577977	-52.577977	-9.009589%
Layton	351	722.423152	499.116002	223.307150	44.740531%
Syracuse/Layton	352	714.000000	714.301153	-0.301153	-0.042161%
Layton	353	505.594885	509.131842	-3.536957	-0.694703%
Layton	354	1169.251497	1224.960000	-55.708503	-4.547781%

Clearfield/Layton	355	1630.264869	980.619268	649.645601	66.248505%
Syracuse DC	356	4.052865	0.974000	3.078865	316.105236%
Syracuse/Layton	357	865.000000	1255.503606	-390.503606	-31.103344%
Layton	358	565.374641	477.313228	88.061413	18.449397%
Layton	359	1420.529115	1267.047277	153.481838	12.113347%
Layton	360	577.533235	786.550925	-209.017690	-26.573955%
Layton	361	505.594885	317.961363	187.633522	59.011422%
Layton	362	553.216046	693.075345	-139.859299	-20.179523%
Layton	363	499.515588	630.050009	-130.534421	-20.718105%
Layton	364	1156.079687	1153.003659	3.076028	0.266784%
Layton/Kaysville	365	1522.000000	928.311068	593.688932	63.953663%
Layton/Kaysville	366	548.000000	516.382857	31.617143	6.122810%
Kaysville	367	284.713753	17.118000	267.595753	1563.241927%
Kaysville	368	637.312991	454.681269	182.631722	40.166977%
Kaysville	369	358.678536	390.766979	-32.088443	-8.211657%
Kaysville	370	704.185260	289.352154	414.833106	143.366172%
Kaysville	371	1045.639121	382.610266	663.028855	173.290921%
Kaysville	372	1005.110472	693.648919	311.461553	44.901901%
Kaysville/Farmington	412	532.950000	840.370488	-307.420488	-36.581543%
Kaysville/Farmington	413	2805.000000	2079.555000	725.445000	34.884627%
Farmington	414	784.229340	691.911000	92.318340	13.342517%
Farmington	415	708.238125	392.370000	315.868125	80.502619%
Farmington	416	931.145690	563.673000	367.472690	65.192530%
Farmington	417	179.339268	444.048000	-264.708732	-59.612639%
Farmington DC	418	0.000000	1.914000	-1.914000	-100.000000%
Farmington DC	424	4.052865	19.140000	-15.087135	-78.825157%
Farmington	425	142.863484	50.721000	92.142484	181.665354%
Centerville	426	354.625671	274.659000	79.966671	29.114892%
Centerville	433	10.132162	0.000000	10.132162	0.000000%
Centerville	434	254.317267	243.381625	10.935642	4.493208%
		91219.174371	77024.820581	14194.353790	18.428285%

Attachment 4

Map of Proposed Shared Solution Redevelopment Areas in Farmington (Figure 1)

12

WEST DAVIS CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT



Legend

FrontRunner

Station Communities*

- SC-1B | 14 Units
- SC-2C | 29 Units
- SC-3B | 35 Units

Town Centers*

- TC-1A | 8 Units
- TC-1B | 11 Units
- TC-1C | 14 Units
- TC-2A | 16 Units
- TC-2B | 18 Units
- TC-2C | 21 Units
- TC-3B | 26 Units
- TC-3C | 28 Units

Boulevard Communities*

- BC-1A | 6 Units
- BC-1B | 8 Units
- BC-1C | 9 Units
- BC-2B | 12 Units
- BC-2C | 14 Units
- BC-3B | 15 Units

Main Street*

- MS-1A | 8 Units

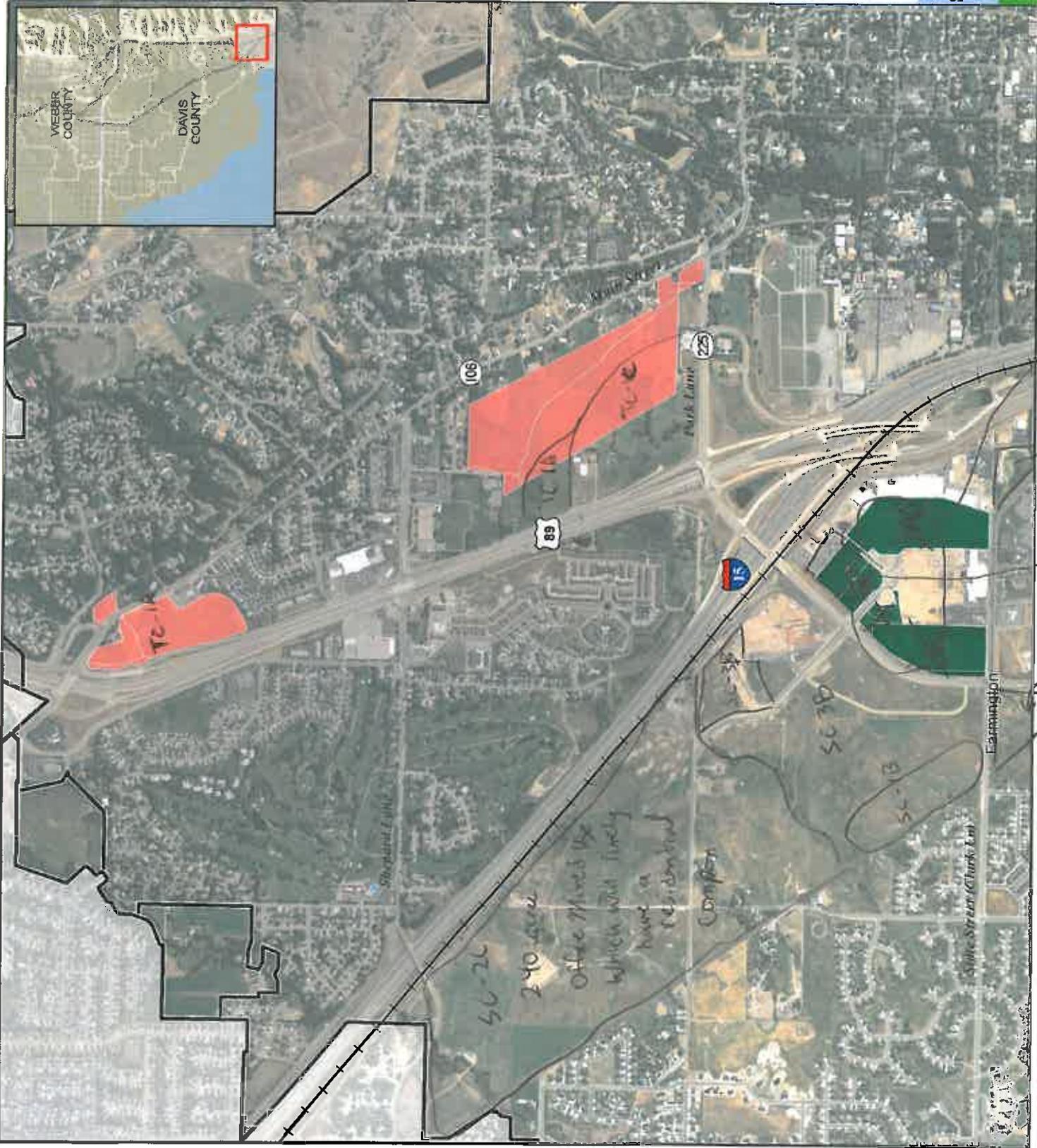
City Boundary

* Units are households per acre of residential land use.



Proposed Shared Solution Redevelopment Areas - Farmington

Figure 1



Attachment 5

**Map of Farmington Planned Land Uses for Proposed
Redevelopment Areas (Figure 2)**

14



WEST DAVIS CORRIDOR ENVIRONMENTAL IMPACT STATEMENT

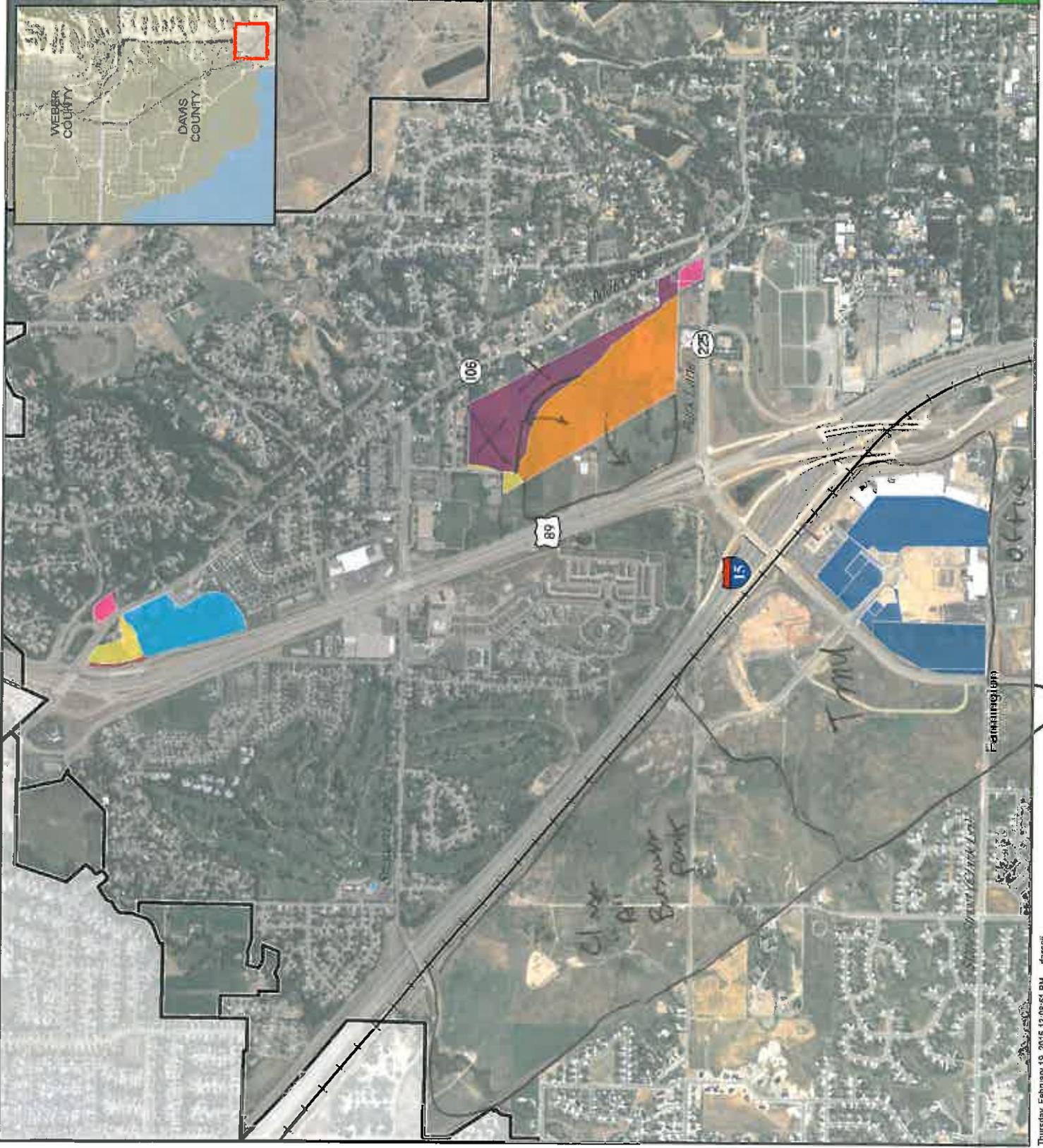
Legend

- FrontRunner
- City Planned Land Use
- Unclassified
- Class A Business Park
- Commercial Mixed Use
- I-15, US89, and Legacy Highway
- Residential - Low Density
- Mixed Use - Business, Medium Density Residential, and Light Commercial
- Neighborhood Mixed Use
- Office/Business Park
- PPR
- Public/Private Recreation Open Space and/or Parks
- Very Low Density
- Transportation Mixed Use
- City Boundary



Planned Land Use Farmington

Figure 2

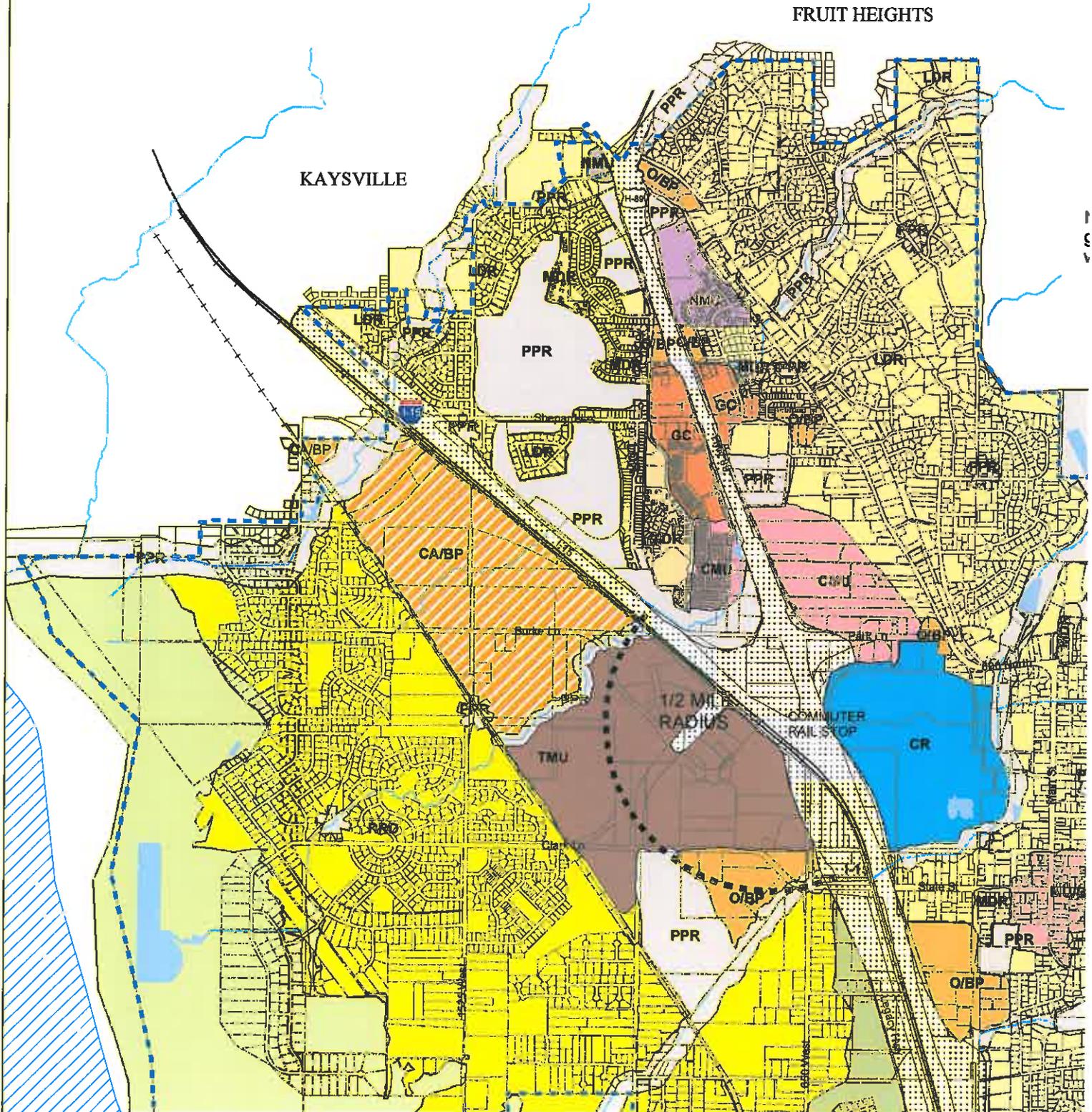


* see attached.



GENERAL LAND USE PLAN

FARMINGTON CITY



Attachment 6

**Comparison Table for Proposed Shared Solution Land Use
and Farmington Planned Land Use**

16

These numbers - see figure & change more must be added. There are 10 and much, much added.

Farmington

Shared Solution Alternative Proposed Land Use	Residential Data					Commercial Data						
	Farmington Future Land Use	Acres	Residential Percentage	Residential Acreage	Households per Acre of Residential Land Use*	Shared Solution Proposed Households	Commercial Percentage	Commercial Acreage	Shared Solution Proposed Retail Employment*	Shared Solution Proposed Office Employment*	Floor Area Ratio (FAR)	Number of Floors
TC-1C	Low Density Residential	26.4	51%	13.4	13	168	49%	12.9	134	137	0.5	2.0
	Office/Business Park	2.9	51%	1.5	13	18	49%	1.4	15	15	0.5	2.0
	Commercial Mixed Use	36.5	51%	18.6	13	233	49%	17.9	186	190	0.5	2.0
	I-15 and US 89 and Legacy	0.9	51%	0.5	13	6	49%	0.4	5	5	0.5	2.0
	Neighborhood Mixed Use	15.4	51%	7.8	13	98	49%	7.5	78	80	0.5	2.0
Pub./Priv. Open Space and/or Parks Very Low Dens.	4.7	51%	2.4	13	30	49%	2.3	24	25	0.5	2.0	
Total		86.7		44.2		553		42.5	442	451		
SC-3B	Transportation Mixed Use	45.8	57%	26.1	35	914	43%	19.7	444	2,360	1.3	4.5
Total		45.8		26.1		914		19.7	444	2,360		
Total for all categories		132.5	53%	70.3	21	1,467	47%	62.2	887	2,810		

*TC-1C densities for households, retail employment, and office employment were reduced to keep Farmington Shared Solution household and employment control totals the same.

This number is wrong
The split is reasonable, but the average is wrong

See SC-1B area on MAP

SC-1B area on MAP

SC-3B see expanded SC 3B on map, But very high commercial %

SC-2C area on MAP, But very high office employment %

Attachment 7

Shared Solution Land Use Designations Reference Tables

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (average)	Households per Acre of Residential Land Use	Average Number of Building Floors
TC	Town Center 	<i>Town centers provide localized services of tens of thousands of people within a two to three mile radius. One- to three- story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.</i>		
TC-1A	Low Density	0.31	8 units/acre	1.7
TC-1B		0.40	11 units/acre	1.7
TC-1C		0.36	14 units/acre	2.0
TC-2A	Medium Density	0.59	16 units/acre	2.3
TC-2B		0.67	18 units/acre	2.6
TC-2C		0.76	21 units/acre	2.9
TC-3B	High Density	0.95	26 units/acre	3.4
TC-3C		1.04	28 units/acre	3.7
SC	Station Community 	<i>Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations, Each helps pedestrians an bicyclists assess transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and may include a variety of shops and services.</i>		
SC-1B	Low Density	0.50	14 units/acre	2.0
SC-2C	Medium Density	1.05	29 units/acre	3.3
SC-3B	High Density	1.30	35 units/acre	4.5

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Households per Acre of Residential Land Use	Average Number of Building Floors
BC	Boulevard Community 	<i>A Boulevard Community is a linear center couple with a transit route. Unlike a Main Street, a Boulevard Community may not necessary have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flows are maintained.</i>		
BC-1A	Low Density	0.23	6 units/acre	1.0
BC-1B		0.30	8 units/acre	1.2
BC-1C		0.36	9 units/acre	1.4
BC-2B	Medium Density	0.45	12 units/acre	1.8
BC-2C		0.53	14 units/acre	1.9
BC-3B	High Density	0.54	15 units/acre	2.0
MS	Main Street Community 	<i>Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit.</i>		
MS-1A	Low Density	0.32	8 units/acre	1.2

Reference Table for Shared Solution Alternative Land Use Designations

Development Type Name	Floor Area Ratios	Average Number of Floors	Residential vs. Commercial Ratio		Retail vs. Office Ratio		Households per Acre of Residential Land Use	Households & Employment per Gross Acre		
			Residential	Commercial	Retail	Office		Household	Retail Employment	Office Employment
BC-1a	0.23	1.0	71%	29%	60%	40%	6	4.2	2.7	3.3
BC-1b	0.30	1.2	69%	31%	58%	42%	8	5.3	3.6	4.9
BC-1c	0.36	1.4	66%	34%	56%	44%	9	6.1	4.6	6.7
BC-2b	0.45	1.8	64%	36%	56%	44%	12	7.8	6.1	8.9
BC-2c	0.53	1.9	61%	39%	54%	46%	14	8.8	7.5	11.8
BC-3b	0.54	2.0	59%	41%	53%	47%	15	8.7	7.9	13.0
TC-1a	0.31	1.7	55%	45%	48%	52%	8	4.4	4.5	9.0
TC-1b	0.40	1.7	53%	47%	45%	55%	11	5.8	5.7	12.9
TC-1c	0.50	2.0	51%	49%	41%	59%	14	6.9	6.7	18.0
TC-2a	0.59	2.3	51%	49%	44%	56%	16	8.2	8.5	20.1
TC-2b	0.67	2.6	49%	51%	40%	60%	18	8.9	9.2	25.5
TC-2c	0.76	2.9	48%	52%	38%	62%	21	9.9	10.1	30.5
TC-3b	0.95	3.4	47%	53%	44%	56%	26	12.2	14.8	35.1
TC-3c	1.04	3.7	46%	54%	75%	25%	28	13.0	28.2	17.5
SC-1b	0.50	2.0	62%	38%	33%	67%	14	8.4	4.2	15.8
SC-2c	1.05	3.3	58%	42%	28%	72%	29	16.6	8.3	39.5
SC-3b	1.30	4.5	57%	43%	26%	74%	35	20.2	9.7	51.5
MS-1a	0.32	1.2	50%	50%	48%	52%	8	3.9	5.1	10.4

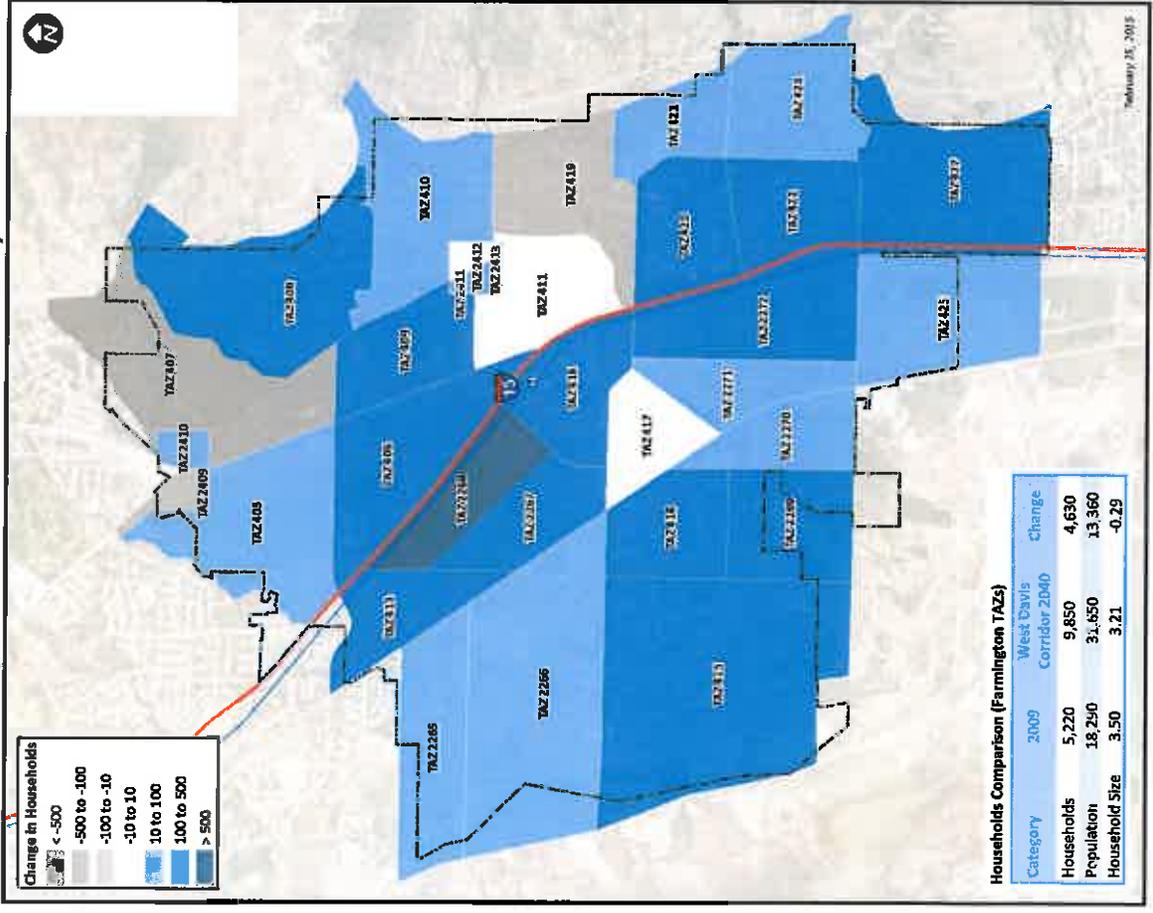
Attachment 8

**Comparison Maps for Households in 2009 with 2040 WDC
and 2009 with 2040 SSA in Farmington**

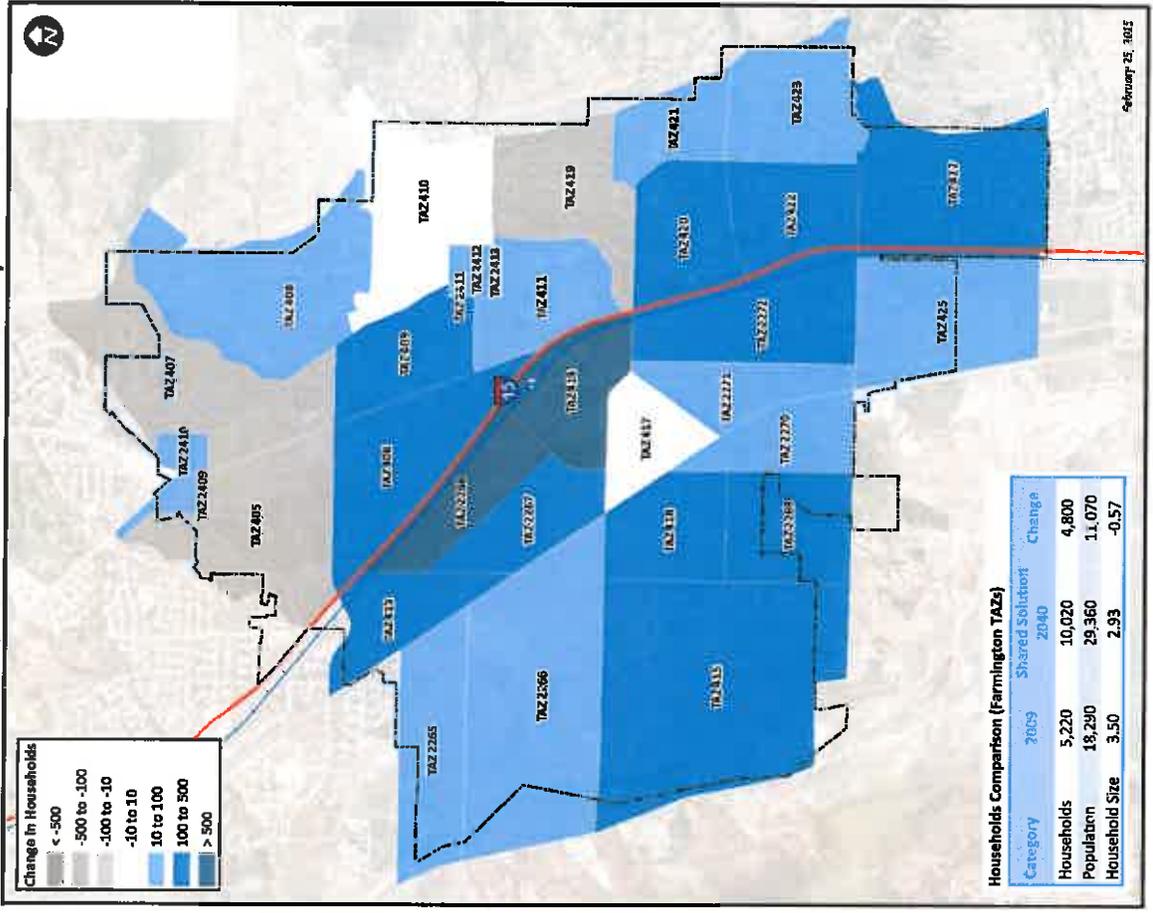
22

This is very close to this scenario
This is a reasonable scenario

Farmington Change in Households (2009 to West Davis Corridor 2040)



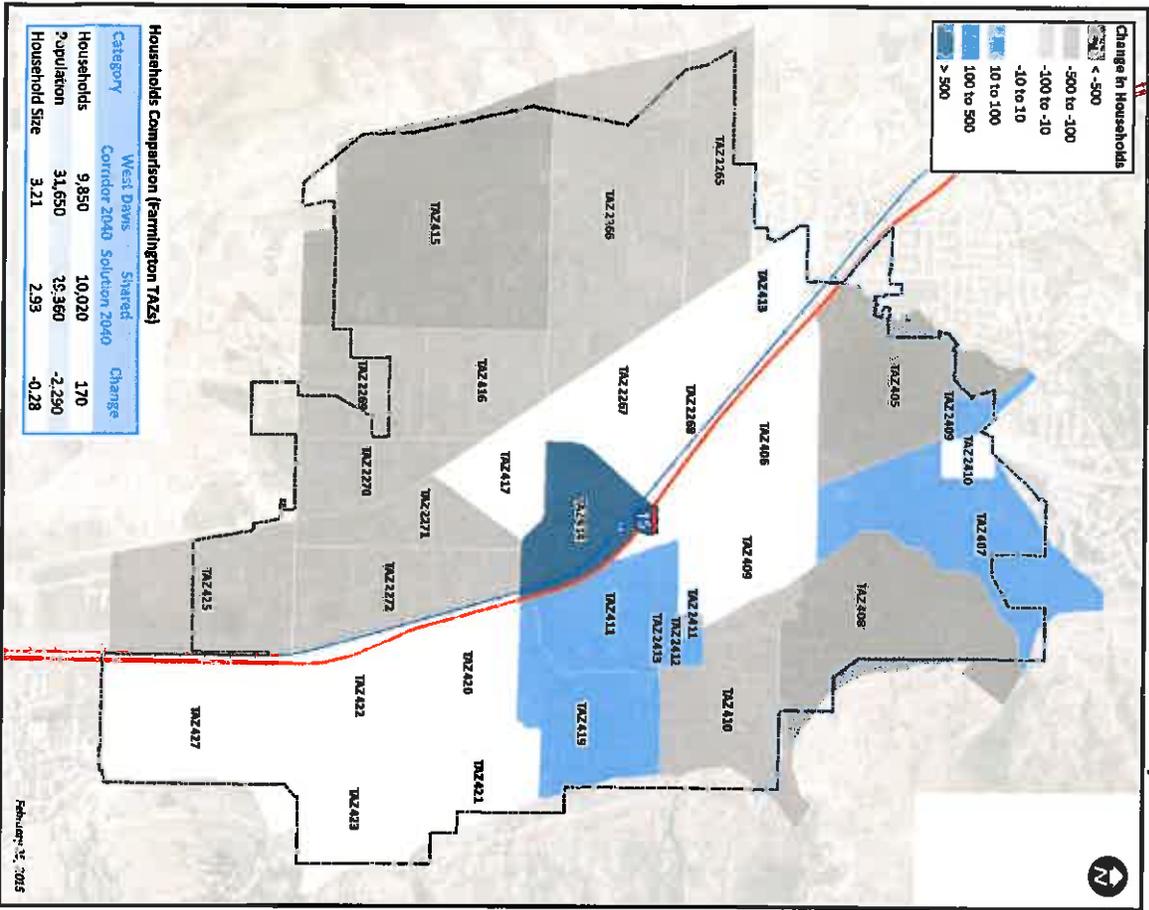
Farmington Change in Households (2009 to Shared Solution 2040)



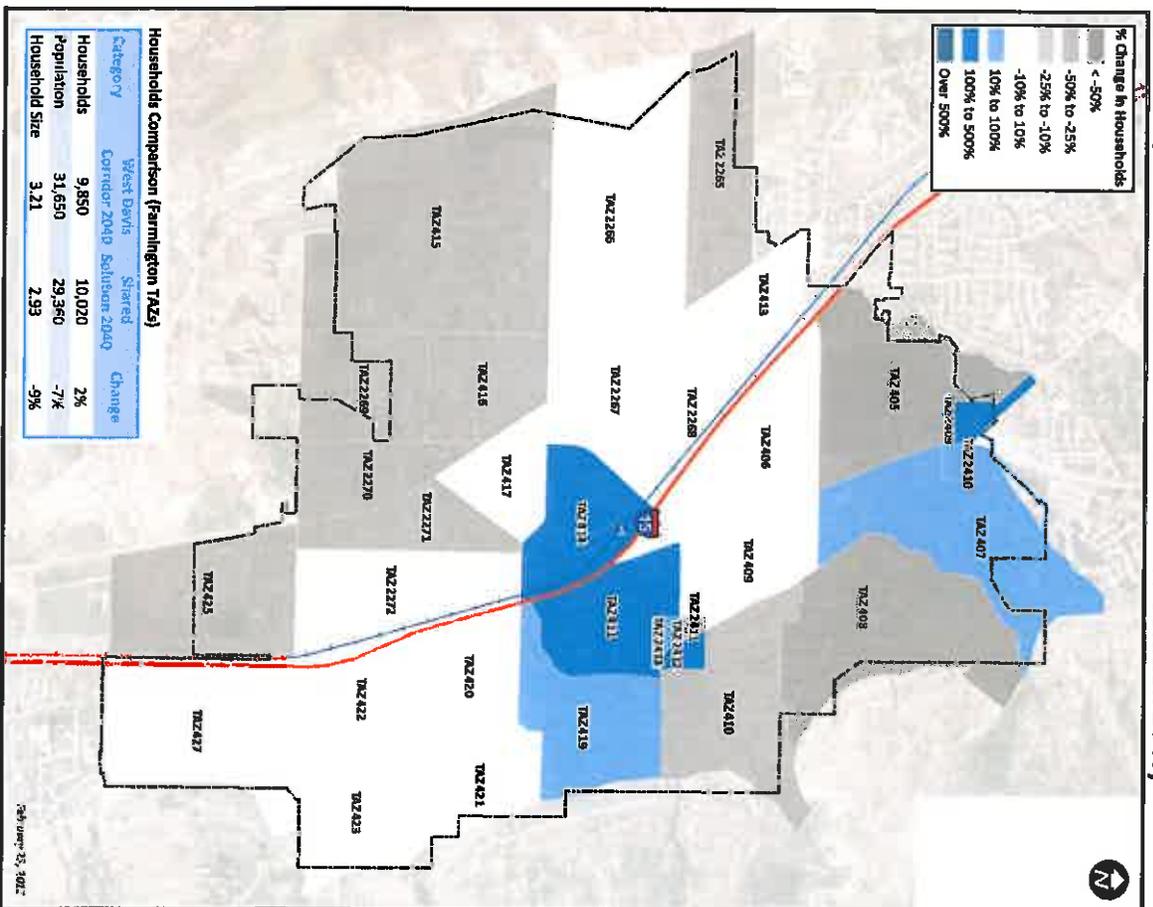
Attachment 9

**Comparison Maps for Households in 2040 WDC and 2040
SSA (total change and %) in Farmington**

**Farmingington Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)**



**Farmingington % Change in Households
(West Davis Corridor 2040 to Shared Solution 2040)**



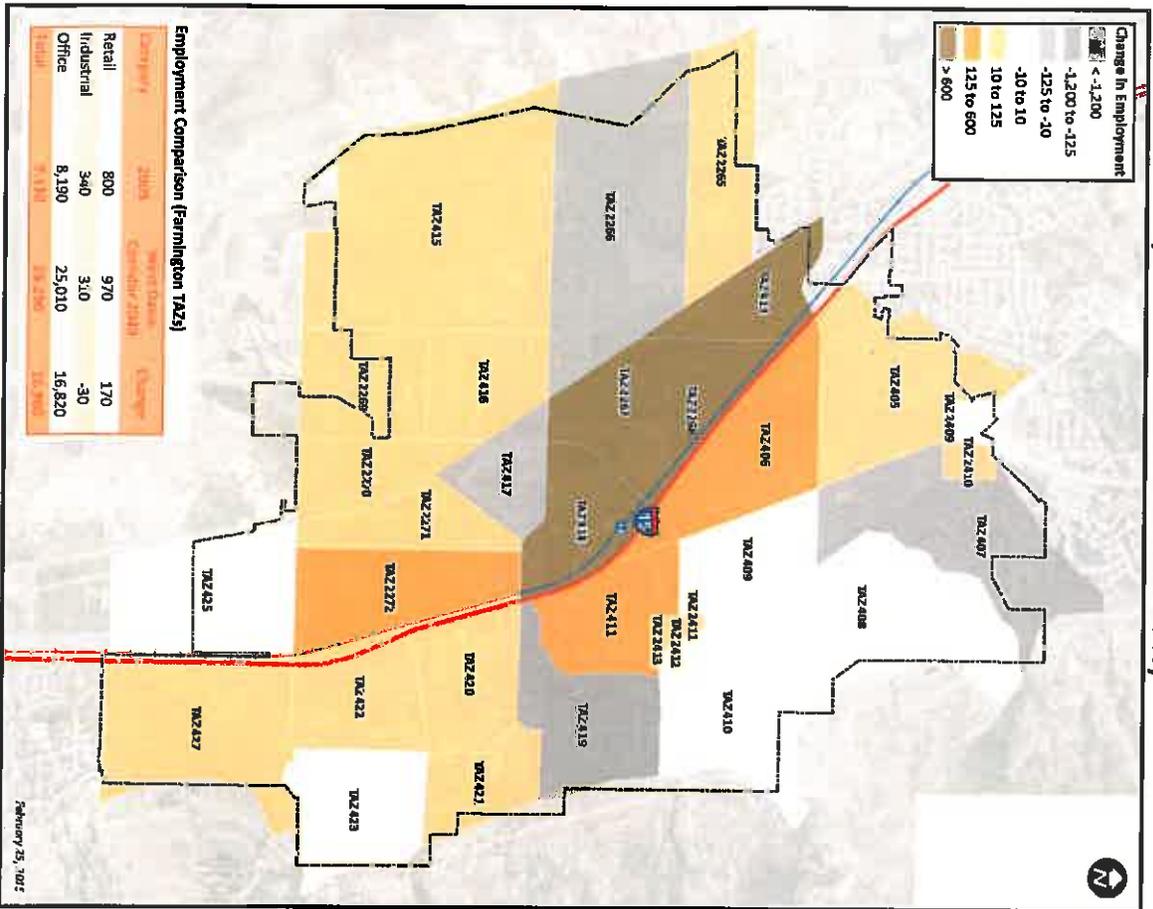
this could occur but so could this

24

Attachment 10

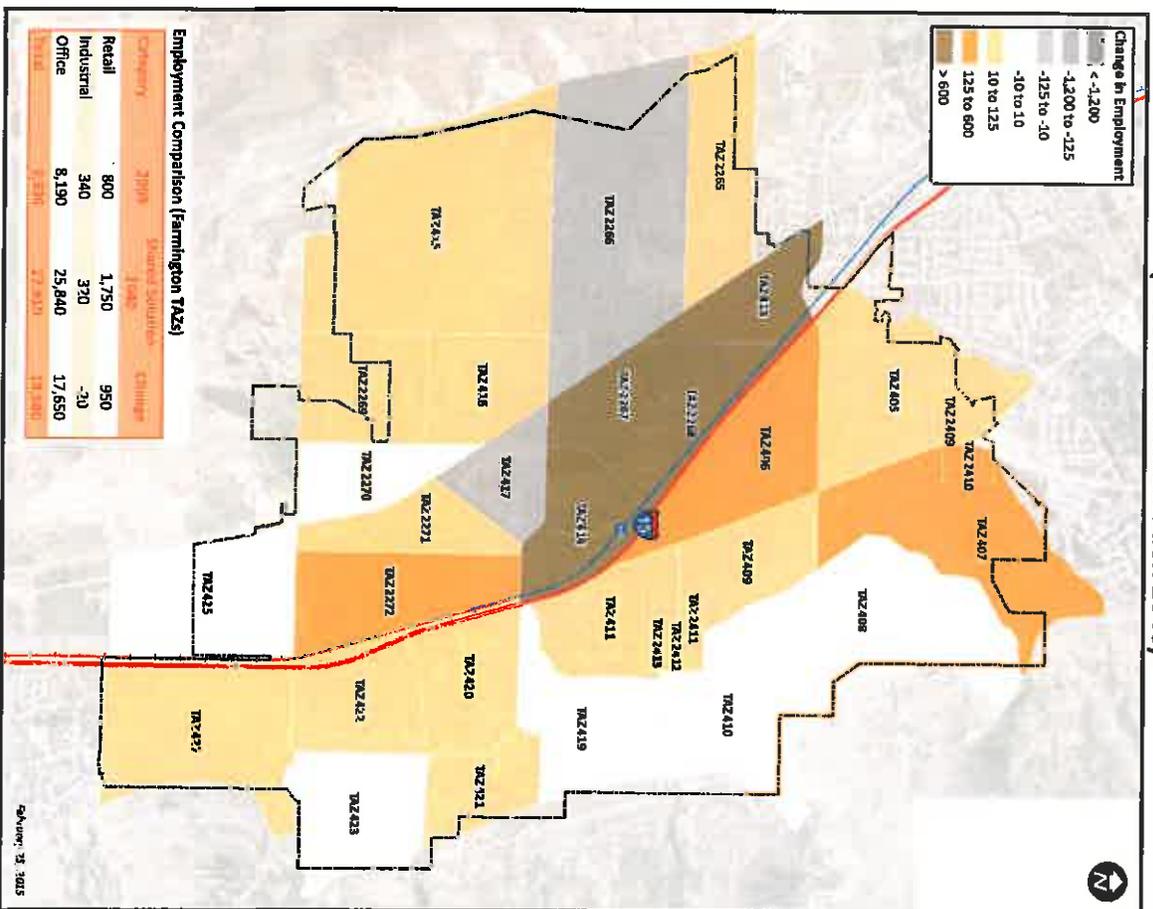
**Comparison Maps for Employment in 2009 with 2040 WDC
and 2009 with 2040 SSA in Farmington**

**Farmington Change in Employment
(2009 to West Davis Corridor 2040)**



They are very similar

**Farmington Change in Employment
(2009 to Shared Solution 2040)**

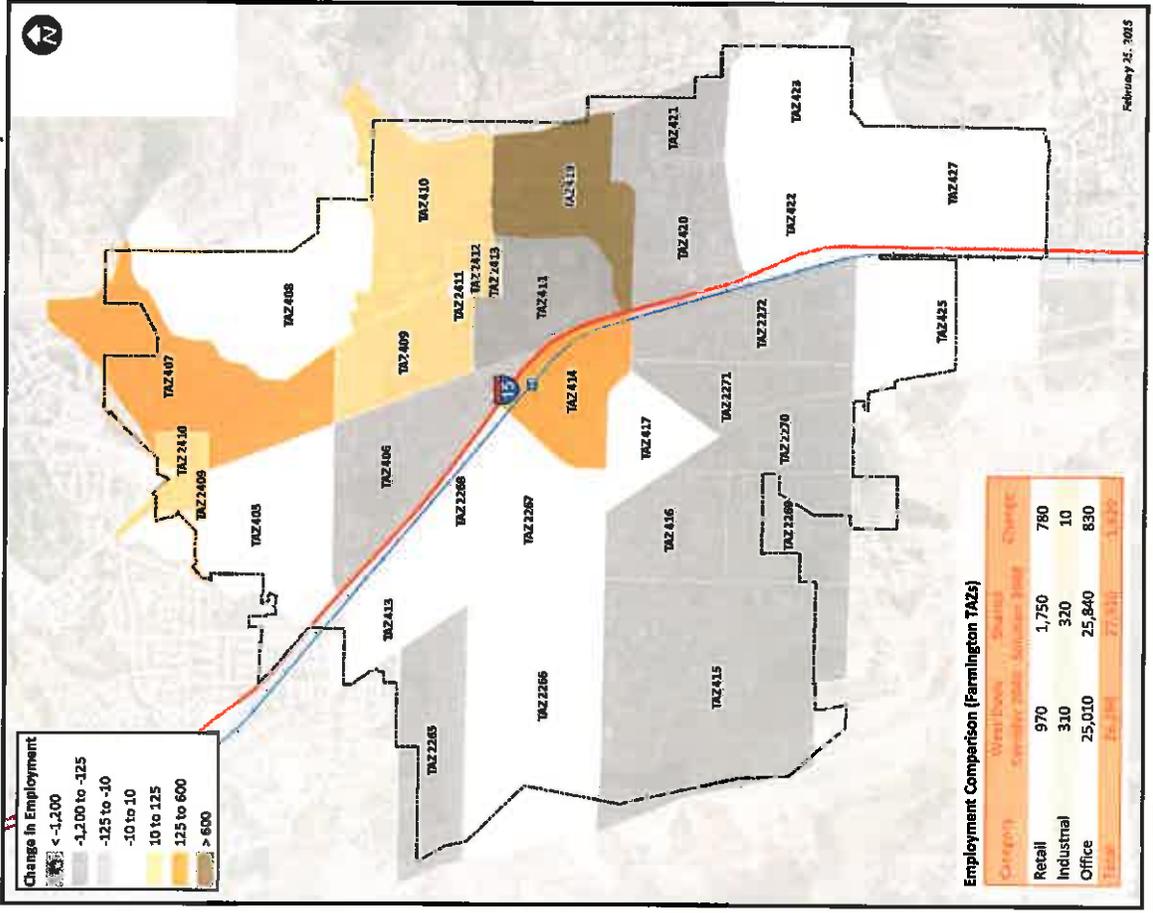


Attachment 11

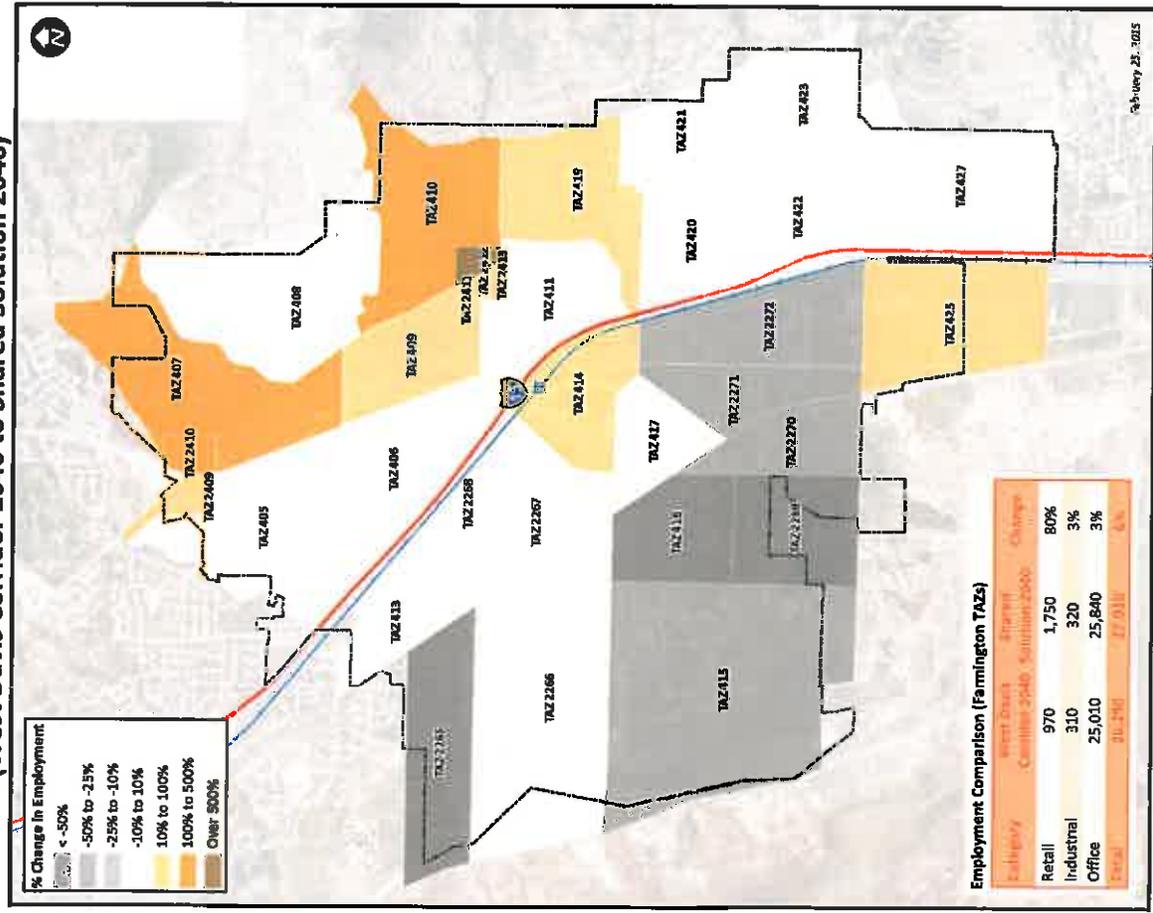
**Comparison Maps for Employment in 2040 WDC and 2040
SSA (total change and %) in Farmington**

Najia

Farmington Change in Employment (West Davis Corridor 2040 to Shared Solution 2040)



Farmington % Change in Employment (West Davis Corridor 2040 to Shared Solution 2040)



Attachment 12

**Comparison Tables for Households and Employment for
2009, 2040 WDC, and 2040 SSA**

Attachment 13

**Comparison Map for Households in 2040 WDC and 2040 SSA
(total change) in Davis and Weber Counties**

M1

Farmington TAZ Employment Data

TAZ	Acres	Total Employment				Retail Employment				Industrial Employment				Office Employment				Total Employees per Acre			
		2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040	2009	West Davis Corridor 2040	Shared Solution 2040	Change WDC 2040 to SS 2040
405	322	196	245	259	-6%	56	49	49	-7%	9	8	8	-3%	131	188	182	-4%	0.6	0.8	0.7	-3%
406	173	174	614	571	-7%	437	415	386	-7%	2	2	10	11%	-60	150	173	-17%	0.6	3.2	2.1	-9%
407	328	176	103	395	283%	7	100	100	100%	1	1	1	-3%	175	102	284	192%	0.5	0.3	1.2	188%
408	333	104	405	1	1%	7	6	6	50%	24	20	20	2%	72	90	72	-1%	0.5	0.3	0.2	-1%
409	172	427	434	490	15%	300	270	309	14%	24	20	20	14%	127	164	181	17%	2.5	2.5	2.9	10%
410	216	19	12	3	103%	2	3	2	103%	1	1	1	103%	17	9	11	17%	0.1	0.1	0.1	137%
411	181	3,164	3,429	3,225	-6%	2	2	2	-6%	1	1	1	-6%	3,164	3,429	3,225	-204	17.5	18.9	17.8	-6%
412	144	1	1,616	1,616	25%	24	400	400	1567%	1	1	1	1567%	118	1,616	1,616	151	7%	32.0	32.0	7%
414	175	119	2,109	2,629	-47%	1	1	1	-47%	1	1	1	-47%	1	1	1	-17%	0.7	12.0	15.0	-17%
415	702	8	36	18	-61%	1	1	1	-61%	1	1	1	-61%	1	1	1	-19%	0.2	0.2	0.1	-61%
416	170	31	12	12	1%	1	1	1	1%	1	1	1	1%	1	1	1	1%	8.5	4.7	8.3	1%
417	130	1,014	981	991	82%	7	5	5	82%	7	5	5	82%	1,014	976	976	820	8.5	4.7	8.5	82%
419	216	1,832	1,009	1,834	-1%	41	35	35	-1%	267	226	226	-1%	1,835	1,009	1,829	-13	7.4	7.9	-1%	
420	199	1,177	1,571	1,561	-5%	1	1	1	-5%	25	28	28	-5%	1,170	1,315	1,301	-15	7.4	7.9	-5%	
421	116	220	305	291	-5%	1	1	1	-5%	1	1	1	-5%	195	277	262	-15	1.9	2.6	2.5	-5%
422	198	21	10	36	-2%	11	13	15	-2%	1	1	1	-2%	11	27	26	-1	0.1	0.2	0.2	-2%
423	180	16	25	23	-8%	1	1	1	-8%	1	1	1	-8%	15	24	22	-2	0.1	0.1	0.1	-8%
425	308	1	1	1	50%	1	1	1	50%	1	1	1	50%	16	29	28	-1	0.4	0.5	0.5	50%
427	334	140	156	154	-2%	116	119	119	-2%	1	1	1	-2%	1	1	1	-26	0.2	0.2	0.2	-2%
2265	319	14	18	18	-59%	30	23	23	-59%	1	1	1	-59%	55	23	23	23	0.2	0.2	0.2	-59%
2266	327	18	23	23	-	1	1	1	-	1	1	1	-	1	1	1	1	0.2	0.2	0.2	-
2267	150	150	4,806	4,806	-	1	1	1	-	1	1	1	-	1	1	1	1	31.0	31.0	31.0	-
2268	156	156	4,994	4,994	-	1	1	1	-	1	1	1	-	1	1	1	1	32.0	32.0	32.0	-
2269	300	16	16	16	-22%	1	1	1	-22%	1	1	1	-22%	1	1	1	1	0.2	0.2	0.2	-22%
2270	139	10	28	17	-11%	1	1	1	-11%	1	1	1	-11%	10	28	17	-11	0.1	0.2	0.1	-11%
2271	137	1	38	17	-31%	1	1	1	-31%	1	1	1	-31%	1	1	1	-11	0.2	0.2	0.2	-31%
2272	241	3	198	141	-29%	1	1	1	-29%	1	1	1	-29%	3	197	139	-58	0.8	0.8	0.6	-29%
2409	31	108	205	205	90%	2	79	77	3850%	1	2	2	100%	109	106	136	20	2.2	3.1	6.0	90%
2410	25	97	195	195	101%	1	150	150	150%	1	1	1	150%	1	1	1	1	3.9	7.9	7.9	101%
2411	7	32	40	40	25%	2	20	20	25%	1	1	1	25%	1	1	1	1	4.4	4.4	5.5	25%
2412	13	4	95	91	2275%	2	2	35	1650%	1	1	1	-100%	1	1	1	1	0.3	0.3	0.3	2275%
2413	15	10	62	120	94%	39	45	45	15%	1	1	1	15%	20	22	22	52	1.4	1.4	1.4	94%
Total	6550	9,228	24,265	27,615	141%	102	379	379	90%	142	152	152	5%	8,104	14,016	14,016	322	1.4	4.9	4.3	141%

30

See Farmington TAZ Attached

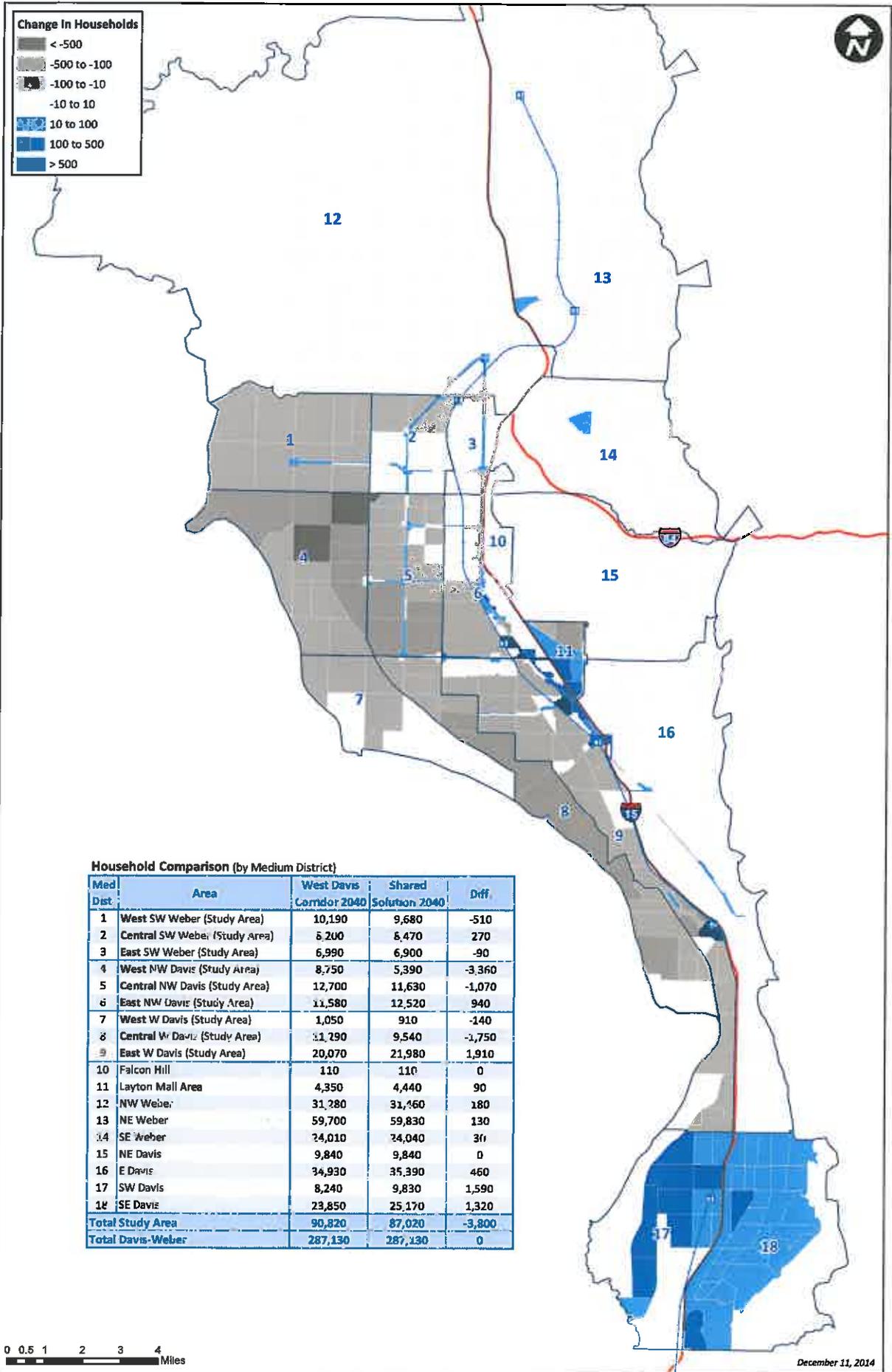
Farmington TAZ Household and Population Data

TAZ	Acres	Household				Population				Household Size				Households per Acre					
		West Davis 2009	West Davis 2010	Share 2010	% Change WDC 2010 to SS 2010	West Davis 2009	West Davis 2010	Share 2010	% Change WDC 2010 to SS 2010	West Davis 2009	West Davis 2010	Share 2010	% Change WDC 2010 to SS 2010	West Davis 2009	West Davis 2010	Share 2010	% Change WDC 2010 to SS 2010		
405	322	454	516	375	-141	-27%	1,806	1,490	962	-328	-18%	3.32	2.89	2.57	0.81	-11%	1.4	1.6	1.2
406	278	466	312	312	154	23%	1,491	1,216	1,216	0	0%	3.20	2.76	2.76	0	0%	1.7	1.7	1.7
407	328	446	342	416	74	23%	1,630	1,087	1,069	-18	-1%	3.65	3.18	2.57	-0.61	-19%	1.4	1.0	1.3
408	334	322	535	350	-185	-55%	1,310	1,331	901	-930	-71%	3.99	3.57	2.56	-0.44	-15%	1.0	1.6	1.1
409	172	95	233	230	-3	-1%	339	698	589	-109	-32%	3.57	3.00	2.56	-0.44	-15%	0.6	1.4	1.3
410	216	288	377	391	-85	-22%	957	1,085	749	-336	-35%	3.32	2.82	2.56	-0.44	-15%	1.2	1.7	1.4
411	181	7	7	20	13	187%	16	15	55	40	250%	2.29	2.14	2.75	0.61	28%	-	-	0.1
412	144	1	465	665	1	1%	222	2,221	2,113	40	18%	5.00	4.78	4.78	0	0%	-	-	5.2
413	175	327	1,028	701	-136	-20%	906	2,001	1,575	-476	-24%	4.53	2.90	1.65	-1.25	-43%	-	1.9	5.9
414	702	240	681	565	-116	-17%	308	818	600	-218	-27%	3.80	2.94	2.78	-0.16	-5%	0.5	1.6	1.3
415	170	81	278	216	-62	-22%	308	818	600	-218	-27%	3.80	2.94	2.78	-0.16	-5%	0.5	1.6	1.3
416	120	-	-	-	-	-	874	563	705	142	25%	3.01	2.62	2.56	-0.06	-2%	1.3	1.0	1.3
417	216	290	215	276	61	28%	597	823	873	176	29%	3.16	2.71	2.71	0	0%	0.9	1.3	1.5
418	199	189	301	301	112	59%	586	707	707	121	21%	2.83	2.45	2.45	0	0%	1.8	2.5	2.5
419	116	207	289	289	82	38%	1,272	1,532	1,532	260	20%	5.47	3.00	3.00	0	0%	1.3	2.6	1.6
420	196	367	511	511	144	37%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
421	180	316	414	414	98	30%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
422	180	316	414	414	98	30%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
423	180	316	414	414	98	30%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
424	180	316	414	414	98	30%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
425	180	316	414	414	98	30%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
426	180	316	414	414	98	30%	1,149	1,306	1,306	157	14%	3.64	3.15	3.15	0	0%	1.8	2.3	2.3
427	334	512	760	760	248	48%	1,838	2,358	2,358	520	28%	3.59	3.10	3.10	0	0%	1.5	2.3	2.3
2365	319	156	237	111	-145	-45%	353	696	697	-89	-25%	2.90	2.31	2.31	0	0%	0.7	1.1	1.0
2266	527	395	482	455	-27	-6%	1,502	1,416	1,320	-96	-7%	3.80	2.94	2.90	-0.04	-1%	0.7	0.9	0.9
2267	150	1	48	48	47	9600%	10	2,405	2,405	2,395	1%	5.00	4.78	4.78	0	0%	-	-	3.2
2268	156	2	503	503	499	24800%	10	2,405	2,405	2,395	1%	5.00	4.78	4.78	0	0%	-	-	3.2
2269	300	53	305	157	-148	-49%	301	602	456	-146	-48%	2.79	2.9	2.77	-0.17	-6%	0.3	1.0	0.8
2270	139	83	150	129	-21	-14%	313	441	370	-71	-22%	3.77	2.94	2.87	-0.07	-2%	0.6	1.1	0.9
2271	137	17	113	100	-13	-12%	302	506	347	-159	-50%	3.78	2.71	2.40	-0.23	-5%	0.2	0.3	0.7
2272	241	89	225	204	-21	-9%	337	607	512	-95	-28%	3.79	2.70	2.51	-0.19	-7%	0.4	0.9	0.8
2409	34	35	10	92	57	360%	10	56	191	135	225%	5.33	1.99	1.00	-4.81	-78%	1.0	0.6	0.7
2410	25	20	62	70	8	13%	73	197	149	-48	-24%	3.65	3.18	2.13	-1.05	-28%	0.8	2.5	2.8
2411	7	6	106	50	-56	-47%	21	337	112	-225	-107%	3.30	3.40	2.27	-1.13	-33%	1.8	1.5	5.6
2412	13	23	20	73	53	265%	76	68	166	98	144%	3.30	3.40	2.27	-1.13	-33%	1.8	1.5	5.6
2413	15	5	33	55	12	67%	12	90	135	36	300%	2.40	3.00	1.45	-0.55	-23%	0.3	2.2	3.7

→ see Attached table

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Change in 2040 Households (West Davis Corridor vs. Shared Solution)



Household Comparison (by Medium District)

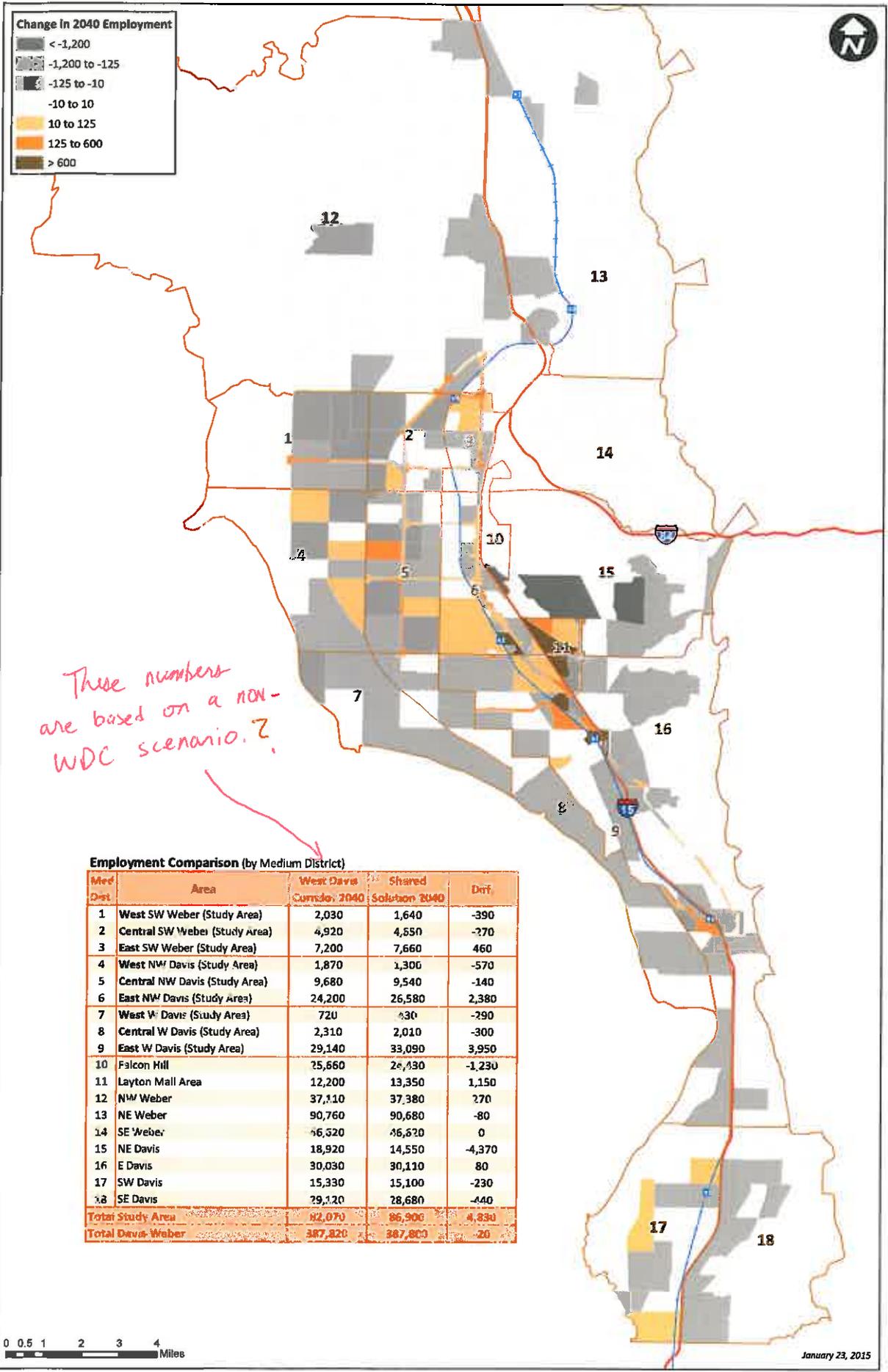
Med. Dist.	Area	West Davis Corridor 2040	Shared Solution 2040	Diff.
1	West SW Weber (Study Area)	10,190	9,680	-510
2	Central SW Weber (Study Area)	6,200	6,470	270
3	East SW Weber (Study Area)	6,990	6,900	-90
4	West NW Davis (Study Area)	8,750	5,390	-3,360
5	Central NW Davis (Study Area)	12,700	11,630	-1,070
6	East NW Davis (Study Area)	11,580	12,520	940
7	West W Davis (Study Area)	1,050	910	-140
8	Central W Davis (Study Area)	11,290	9,540	-1,750
9	East W Davis (Study Area)	20,070	21,980	1,910
10	Falcon Hill	110	110	0
11	Layton Mall Area	4,350	4,440	90
12	NW Weber	31,280	31,160	180
13	NE Weber	59,700	59,830	130
14	SE Weber	24,010	24,040	30
15	NE Davis	9,840	9,840	0
16	E Davis	34,930	35,390	460
17	SW Davis	8,240	9,830	1,590
18	SE Davis	23,850	25,170	1,320
Total Study Area		90,820	87,020	-3,800
Total Davis-Weber		287,130	287,130	0

0 0.5 1 2 3 4 Miles

Attachment 14

**Comparison Map for Employment in 2040 WDC and 2040 SSA
(total change) in Davis and Weber Counties**

Change in 2040 Employment (West Davis Corridor vs. Shared Solution)



These numbers are based on a non-WDC scenario.?

Employment Comparison (by Medium District)

Med. Dist.	Area	West Davis Cumulative 2040	Shared Solution 2040	Diff.
1	West SW Weber (Study Area)	2,030	1,640	-390
2	Central SW Weber (Study Area)	4,920	4,550	-370
3	East SW Weber (Study Area)	7,200	7,660	460
4	West NW Davis (Study Area)	1,870	1,300	-570
5	Central NW Davis (Study Area)	9,680	9,540	-140
6	East NW Davis (Study Area)	24,200	26,580	2,380
7	West W Davis (Study Area)	720	130	-790
8	Central W Davis (Study Area)	2,310	2,010	-300
9	East W Davis (Study Area)	29,140	33,090	3,950
10	Falcon Hill	25,660	26,430	-1,230
11	Layton Mall Area	12,200	13,350	1,150
12	NW Weber	37,110	37,380	270
13	NE Weber	90,760	90,680	-80
14	SE Weber	46,520	46,520	0
15	NE Davis	18,920	14,550	-4,370
16	E Davis	30,030	30,110	80
17	SW Davis	15,330	15,100	-230
18	SE Davis	29,120	28,680	-440
Total Study Area		82,070	86,900	4,830
Total Davis-Weber		387,820	387,800	-20



Mayor
Terry Palmer

City Council
Brian Duncan
Mike Gailey
Craig Johnson
Karianne Lisonbee
Douglas Peterson

City Manager
Brody Bovero

March 10, 2015

Carlos M. Braceras, Director
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Roger Borgenicht, Co-Chair
Utahns for Better Transportation for the Shared Solutions Coalition
218 East 500 South
Salt Lake City, Utah 84111

Re: Shared Solution Land Use Scenario (Alternative)

Dear Mr. Braceras, Mr. Jefferies and Mr. Borgenicht,

The Shared Solution Coalition has presented to the Syracuse City Mayor, Council, Planning Commission and staff an alternative proposal to the West Davis Corridor Highway. The Utah Department of Transportation has asked for a determination of whether the Shared Solution land use assumptions are reasonable and feasible for Syracuse City and if the City would incorporate the land use scenario into the general plan and zoning map, should this alternative be selected by UDOT based upon a complete Environmental Impact Study.

The City Council does not believe the proposed land use changes are in harmony with the current General Plan for Syracuse City, and does not agree that the City would change its General Plan and Zoning Ordinance to accommodate the proposed land use.

Based on transportation studies conducted by the City, the Council has real concerns regarding the impacts on the City's local road network, and the additional demands that would be placed on local road capacities, should the Shared Solutions proposal be implemented.

The City Council desires to continue working with the surrounding municipalities in a cooperative manner to solve land use and transportation issues, but does not agree that the proposed land use solution brought by Shared Solutions is best for the general health, safety, and welfare of the public in Syracuse City.

Respectfully submitted,

A handwritten signature in black ink that reads "T. Palmer". The signature is written in a cursive style with a large, sweeping initial "T".

Terry Palmer
Mayor, Syracuse City



Sunset City Corporation

200 West 1300 North • Sunset City, Utah 84015 • 801-825-1628

RECEIVED

MAY 01 2015

Utah Dept of Trans
Region One

The Sunset City Planning Commission, City Council and I have reviewed the Shared Solution Alternative data as provided by the Shared Solution Coalition. First and foremost, we are impressed by the effort put into the development of this alternative.

Firstly, we are impressed with the Coalition taking the very necessary step to approach transportation improvement at the Network level as opposed to the micro study of one route with one starting point and one "logical terminus". Transportation changes affect a network and it is refreshing to see an attempt to approach this.

Secondly, the Coalition is to be applauded for linking land use to transportation in the manner that they have. One does not exist without the other and attempts to change one without deeply studying the impacts to the other is simply a myopic and insufficient approach.

Thirdly, the Coalition is correct in taking a regional approach to transportation and land use. It is obvious that many of the problems that cities face are associated with a city-level focus on revenue and commercial development. A regional approach, focusing development at specific clusters is proven to be a healthier and more efficient method for land management. Individual communities stand to benefit through appreciation of land values, mostly due to communities not investing land into bad commercial projects that stand to be underutilized.

And finally, the Coalition is to be applauded for putting forth the solutions proposed in the Wasatch Choice 2040 vision. It must be understood that public process produced the 2040 Vision. Research has pointed to the principles proposed in that vision as being beneficial for the health, safety, and welfare of communities, more so than business as usual plans.

Regarding the substance of the letter from the Shared Solution Coalition:

- 1) The Shared Solutions Coalition has requested that Sunset City review and respond to data regarding the land uses related to the West Davis Corridor project and the Shared Solution Alternate. In our review of the data, we have determined that the land use plan portrayed in the Shared Solution data does reflect the current conditions in Sunset City and Sunset City's General Plan.
- 2) The second question posed to Sunset City is whether or not Sunset City would adopt the proposed Shared Solution land use plan, should the Shared Solution Alternative be advanced. The Sunset City planning commission has concerns in his regard. Our discussions have identified greater potential land use plan changes that what are prescribed by the Coalition data. This may not be a significant hindrance, as we would be able to adopt further changes to the Sunset Land Use plan than those that the Coalition has provided.

In conclusion, the Sunset City Planning commission would consider implementing the proposed Shared Solutions Land Use Plan, if it were to be carried forward. However, in our opinion, the proposed land use plan is not sufficient to meet the changes to the transportation network and the vision of Sunset City for the future. We would likely want and need to expand the changes to planned land use.

Respectfully,

A handwritten signature in cursive script that reads "Beverly K. Macfarlane". The signature is written in dark ink and is positioned to the right of the typed name.

Beverly Macfarlane

Sunset City Mayor

Mayor • Willard S. Cragun
City Manager • Andrew H. Blackburn



City Council • Marge Becraft
• John Cordova
• Brad Hilton
• Dave Tafoya
• Karlene Yeoman

March 30, 2015

Carlos M. Braceras, Director
Utah Department of Transportation
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Randy Jefferies, Project Manager
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Roger Borgenicht, Co-Chair
Utahans for Better Transportation for the Shared Solutions Collation
218 East 500 South
Salt Lake City, Utah 84111

RE: Shared Solution Alternative Land Use Scenario

Dear Mr. Braceras, Mr. Jefferies and Mr. Borgenicht,

Utah Department of Transportation has requested that Roy City respond to the Shared Solution Land Use Scenario Alternative as part of the West Davis Corridor Study. The Shared Solution alternative has been presented to the Roy City Administration and staff. Written materials prepared by the coalition have been available and distributed to city officials who were not at the presentation for their review.

Roy City has been asked to determine if the implementation of the Shared Solution alternative would be reasonable from a technical and economic standpoint. Roy City has also been asked if the city would be willing to amend its general plan to implement changes delineated in the Shared Solution Alternative within the next few years.

Roy City's Administrative staff has reviewed the alternative. Roy City's general plan consists of various community, economic development and transportation components that identify goals and objectives which describe the overall vision of the community with regards to proposed land uses. The alternative has significant differences from Roy City's current general plan.

Traffic levels existing on Roy City's main transportation roads primarily, 1900 West for North and Southbound travel and 4000 South, 4800 South and 6000 South for East and West travel are currently at unacceptable levels. Interstate 15 (I-15) is the only freeway near Roy City which in turn puts considerable traffic levels on Roy City's main transportation roads. Also Roy City bears the total cost of all street maintenance on these roads.

The transportation aspects of the Shared Solution alternative fail to address the existing traffic and projected traffic growth on the most heavily used roads in Roy City. The growth comes not only from increases in Roy City's population but also from population increases in communities surrounding and to the West of Roy City who would use these roads to commute to the I-15 corridor. The Shared Solution alternative would result in substantial increases in use of these roads and require widening of these roads well beyond their current capacity. Accordingly, resulting in significant increases in maintenance costs to Roy City.

Because of these types of differentiation Roy City has determined that the Shared Solution alternative Land Use scenario is not reasonable, practical or feasible from a technical and economic standpoint.

Furthermore, because of the magnitude and significant changes to the General Plan, Roy City will also not consider incorporating the Shared Solution alternative land use scenario into the General Plan or Zoning map.

Roy City's position is that amending the City's General Plan to include the proposed alternatives will not benefit the citizen's health and welfare, nor will it strengthen the business community.

Thank you for allowing me the opportunity to respond.

Respectfully,



Willard Cragun
Mayor



• Council Members •
Joyce F. Brown
Tom Day
Jory Francis
Scott Freifag
Joy Petro

February 23, 2015

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Randy Jefferies, Project Manager
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Roger Borgenicht, Co-Chair
Utahns for Better Transportation for the Shared Solutions Coalition
218 East 500 South
Salt Lake City, Utah 84111

Re: Shared Solution Alternative Land Use Scenario (Alternative)

Dear Mr. Braceras, Mr. Jefferies & Mr. Borgenicht:

Layton City has been asked to respond to an Alternative land use scenario that the Shared Solution Coalition has prepared and presented to the Layton City Council, Mayor and administrative staff. This land use alternative has reference to the West Davis Corridor Environmental Impact Statement. Layton City has received both oral presentations and written documents illustrating the Alternative. UDOT and Mr. Borgenicht have requested a response to two questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the city consider incorporating the land use scenario into its general plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution alternative as a whole, but only for its land use scenario. Nor are we requesting that the city modify its general plan at this time.



The Council, as the legislative body of the City, has the legally vested responsibility to adopt a General Plan, following a recommendation from the Planning Commission and input from the citizenry, property owners and business community. The General Plan consists of many community and economic development components that set the goals and describe the vision of the community and proposed/expected land uses. The proposed Alternative land use varies significantly from the City's currently adopted General Plan. Layton's administrative staff has evaluated the details of the differentiation between the adopted General Plan and Policies and the Alternative.

Determination

Because of significant points of differentiation, the Layton City Mayor and Council determine that the 2040 Alternative land use scenario is **not** reasonable, practical or feasible from a technical and economic standpoint.

Also, because of the magnitude and significance of the changes to the General Plan, Layton City Council will **not** consider incorporating the Alternative land use scenario into the General Plan or zoning map at the completion of UDOT's Environmental Impact Statement process.

The Wasatch Front Regional Council and the West Davis Corridor Environmental Impact Study has incorporated the presently adopted General Plan of land uses into the analysis and modeling for the corridor's purpose and need. The Layton City Council believes the 2040 land use projections contained in the EIS to be accurate as a description of the City's goals for community and economic development.

Layton City has participated in the Wasatch Choice for 2040 Vision and is implementing land use and economic development policies that are generally consistent with the framework of the regional vision. The details of land use, housing and economic development policies are best determined by local communities. Layton City also participates in and supports the nationally acclaimed and award winning "Utah's Unified Transportation Plan 2011-2040", which is part of the Wasatch Choice for 2040 Vision. This unified 2040 Regional Transportation Plan provides the land use/transportation connections that are essential, with a high expectation of implementation by the participating and affected municipalities. Layton City supports and incorporates into our local planning the implementation of the roadway networks, transit improvements and active transportation elements of the 2040 Regional Transportation Plan.

The Layton City Mayor and Council believe that amending the City's General Plan to incorporate the Alternative is not beneficial to its citizens, the economic strength of the business community, or the health and welfare of the community. Thank you for the opportunity to respond.

Respectfully submitted,



Mayor Robert J. Stevenson



Councilmember Joyce Brown



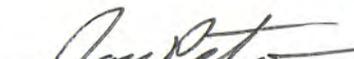
Councilmember Tom Day



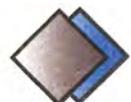
Councilmember Jory Francis



Councilmember Scott Freitag



Councilmember Joy Petro



Layton City Analysis & Response

to the

Shared Solutions Alternative (Alternative)

Points of Significant Differentiation with the Layton General Plan, Economic Development Plans and Transportation Master Plan

Economic Development Plan

The Alternative chooses to shift employment from Layton's planned employment centers to certain Boulevards and Nodes and to other communities.

- *Reduces* employment at East Gate Business Park & HAFB by - **4,370** employees
 - Both centers of employment have growth plans with adequate land and infrastructure to provide the desired business clusters. Both growth centers are endorsed by GOED, EDCU, DUED, the Davis Chamber of Commerce and Layton City. Shifting employment away from these growth centers will dilute the Return on Investment (ROI) of the public and private investment in infrastructure and reduce operational efficiencies.

The Alternative chooses to shift employment from the Falcon Hill Business Park to certain Boulevards and Nodes.

- *Reduces* employment at Falcon Hill by -**1,230** employees.
 - The shift in employment is contrary to the adopted Plans and Agreements and dilutes the Return on Investment (ROI) of significant investments made through the Enhanced Use Lease provided through the United States Air Force to reinvest in the HAFB infrastructure and buildings with a Public-Private Partnership. Falcon Hill will be a Core Area Business Center for Northern Davis County.

The Alternative chooses to shift employment to the I-15 corridor north of Farmington to Roy area.

- *Increases* employment along the I-15 corridor north of Farmington by +**6790** employees.
 - This shift in employment is moved from outside of the study area, primarily from Layton business parks, HAFB and Falcon Hill (-**5,600**), to the I-15 corridor.
 - Employment is also shifted from South Davis County, (Bountiful, Woods Cross, North Salt Lake) by -**670** employees.
 - There is no substantiation that those communities will relinquish employment growth beyond the WFRC identified 2040 Land Use and employment projections.
 - Shifting jobs from the identified business growth centers is contrary to Layton City and Davis County economic development plans and strategies.

The Alternative identifies the West Layton Business Park along Layton Parkway at 2700 West as an “Independent Development Location”; however, it fails to provide the regional access and mobility to support this Business Park.

- Without regional mobility, a viable and needed employment center will not likely have market feasibility and an opportunity will be lost to provide a planned jobs center.
- The transportation/land use connection is not being provided in the Alternative.

General Plan

The Alternative chooses to relocate **-3,800** households outside of the Study Area to South Davis County (Bountiful, Woods Cross, and North Salt Lake).

- There is no substantiation that those communities can accommodate additional growth beyond the WFRC identified 2040 Land Use and Population projections.
- The bulk of those households are taken from the communities encompassing the west study area (West Point, Clinton, Syracuse, Clearfield, Layton and Kaysville). Reducing the households within the West Layton area is a change in the Layton General Plan and the Alternative offers no method of reducing the households or population in West Layton.

The Alternative increases the amount of “Mixed Use” designations on the General Plan by **471 acres**, a significant General Plan change along Main Street, North Hill Field Road, West Hill Field Road, Antelope Drive, the core commercial/business centers of Layton Hills Mall, the Layton Marketplace (Target, Lowes, etc), the Wal-Mart shopping complex, Fort Lane Village Center, etc.

- The Mixed Use designations shift the use of land away from regional retail, business and commercial uses and introduce high density housing into all of these areas of Layton City.
- The Alternative adds approximately **6,000** new higher density housing units into areas of Mixed Use.
 - The Alternative adds **830** multi-family high density (29 units per acre) units into the Historic Downtown Mixed-Use TOD area and **415** multi-family units into the Fort Lane Village Center for a total of **1,245** residential units. Currently there are 156 apartment units (new Kays Crossing TOD) and 70 mobile homes.
 - The Alternative adds **1,736** multi-family high density units to the Layton Hills Mall and Wal-Mart area commercial centers.
 - The Alternative adds **1,456** multi-family medium density (14 units per acre) units to the Main Street Boulevard between Church Street and Antelope Drive.

- Based upon the adopted Layton City General Plan Policies for Housing and Population growth projections, the Alternative would result in a significant difference in multifamily housing units, thus widely changing the desired housing mix and composition of the community.
 - MU-TOD: **830** units vs. **656** units = **26% increase**
 - Town Centers and Boulevard Communities: **5,356** units vs. **859** units = **523 % increase**
 - The fiscal impact upon Layton City for increased capacity of infrastructure (sewer, water, public safety services, Boulevard design amenities, etc) due to this land use change will be significant. The shift in land use will also result in the loss of commercially generated sales tax in the City's budget.
 - Layton City's utility master plans are based upon build out scenarios consistent with the current adopted General Plan. The Alternative's significant shift in land use, housing types and densities will affect the utility systems, causing changes in the storage capacities and delivery systems.

Transportation Plan

The Alternative only provides Interstate 15 and Main Street (SR126) for north/south vehicle travel. North/south Transit is provided with the existing FrontRunner Commuter Rail and bus rapid transit along Main Street and a Circulator bus between Layton and Clearfield FrontRunner Stations. One east/west bus rapid transit route is identified for Antelope Drive from the Clearfield Station to 2000 West (SR 108). The Alternative also connects the two-lane Bluff Road in Syracuse to Layton Parkway.

- The Alternative fails to address the existing and projected traffic growth on the east/west Layton arterial roads, Antelope Drive, Gordon Avenue, Gentile Street and Layton Parkway.
- Layton City has recently revised the Wasatch Front Regional Council model and updated the Layton Transportation Master Plan. In 2014, there were 25,894 vehicles that commute to I-15 from Syracuse and West Point along Gordon and Gentile Street. For year 2014, 83% of the trips on Gordon and 57% of the trips on Gentile Street are commuters that live in Syracuse and West Point. Layton City also bears the cost of street maintenance created by these commuters that these communities receive at no charge.
 - The street network identified in the Alternative, will result in a 30% increase on Gordon Avenue and 38% increase on Gentile Street with estimated 2040 ADT's of 16,400 and 16,600 on 3-lane facilities. This will create an unacceptable level of service (LOS F) on these roads and create grid-lock. These facilities are all owned by Layton City, not UDOT and will not have the capacity for the future traffic demands that were planned to be routed on the West Davis Corridor Highway. The Alternative will require widening of these local streets and will create significant financial and community impacts to Layton City.

- The Alternative includes aggressive I-15 ramp metering. Delaying vehicles from entering the freeway will create serious congestion on local Layton Streets and reduce air quality due to excessive vehicle idling. The Alternative expects delays up to 6 minutes resulting in a level of service (LOS F) that is not acceptable to Layton City. Drivers will search for alternate routes to I-15 which will increase the volume of traffic on our existing arterials and collector streets.
 - In February 2013, Avenue Consultants, working for UDOT, examined the I-15 Interchanges in Layton to evaluate solutions to the existing and projected traffic congestion. The Antelope/ I-15 Interchange functioned at a LOS E (72 seconds delay) and projected at 2040 a LOS F (85 seconds delay). The Hillfield/I-15 Interchange functioned at LOS E (71 seconds delay) and projected at 2040 LOS F (146 seconds delay). The Alternative projects a delay of 6 minutes, which is five times greater than the existing traffic congestion. This aggressive ramp metering will have a negative effect on the business and residential desire to locate in Layton City.
- The Alternative proposes the use of Innovative Intersections, specifically Quadrant Intersections and Thru-Turn Intersections. UDOT will be constructing a Thru-Turn Intersection at West Hillfield Road and Main Street (SR126) Intersection in 2015. The Quadrant Intersection type was determined not to be physically or economically feasible and generally cannot be accommodated unless large parcel wholesale redevelopment occurs of private land.



SETTLED IN 1850

March 3, 2015

Kris. T. Peterson, Director
Utah Department of Transportation Region One
166 West Southwell Street
Ogden, UT 84404

Randy Jefferies, Project Manager
UDOT West Davis Corridor EIS
466 North 900 West
Kaysville, UT 84037

Roger Borgenicht, Co-Chair
Utahns for Better Transportation for the Shared Solution Coalition
218 East 500 South
Salt Lake City, UT 84111

Dear Mr. Peterson, Mr. Jefferies and Mr. Borgenicht:

Kaysville City has been asked to respond to the Shared Solution Alternative land use scenario that the Shared Solution Coalition has prepared and presented to the City in reference to the West Davis Corridor Environmental Impact Statement. Kaysville City has received an oral presentation and written documents illustrating the land use scenario and a request to respond to the following questions:

1. If the roadway, transit, and active transportation elements of the Shared Solution Alternative were to be implemented, does the City consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)?
2. Would the City consider incorporating the land use scenario into its General Plan or zoning map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected? To be clear, this is not approval of the Shared Solution Alternative as a whole, but only for its land use scenario. Nor are we requesting that the City modify its General Plan at this time.

Kaysville City representatives participated in the workshops, reviewed all documents and analyzed the information relevant to the Shared Solution Alternative (SSA).

Findings

The area of Main Street and 200 North Street from I-15 to Fairfield Road in Kaysville City is a traditional main street with a large and varied grouping of uses to sustain civic and economic activity anchored by community facilities (Kaysville City General Plan). It is a Main Street Community as clearly defined in the SSA 2040 land use scenario documents provided: "Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main Streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit" (Shared Solution Land Use Designations Reference Tables; Wasatch Choices 2040, Strategy IV). Implementing the Kaysville City General Plan and Land Use Ordinances in this Main Street Community has resulted in this authentic mixed-use place.

The SSA 2040 land use scenario proposes to change Kaysville's Main Street Community to a Town Center (Activity Center with Innovative Intersection) and Boulevard Communities. This is not reasonable nor desirable. Kaysville's Main Street Community should be part of "an enhanced arterial grid for travel throughout Davis County" (Principles of the Shared Solution, Number 2; Wasatch Choices 2040, Strategies III and VIII). The SSA does not propose to enhance the arterial grid in Kaysville, but concentrates the vehicular traffic on Main Street. Concentrating the traffic will not "prioritize pedestrian-friendly features" but instead emphasize "auto-access." The Innovative Intersection proposed at 200 North and Main Street is not needed if the traffic is allowed to disperse on an arterial grid as recommended in the SSA.

The SSA 2040 land use scenario calls for higher density residential uses along Main Street. The Kaysville City General Plan and Land Use Ordinances call for dispersing higher density residential and for infill development to optimize use and maintenance of existing infrastructure (Wasatch Choices 2040, Strategy II).

The SSA 2040 land use scenario projects slower and less dense residential development west of I-15. This is not practical as nearly all of the land within the growth boundary (Wasatch Choices 2040, Strategy X) is already developed or rights for development have vested. It would not be reasonable to assume that property rights would be restricted or reduced.

The SSA 2040 land use scenario projects decreased commercial growth in the City. The City has been very protective of its commercial areas to ensure that they are not displaced by residential development. To be considered, land use scenarios which include both residential and commercial uses must not detract from the City's ability to maximize the commercial potential in the limited commercial areas within the City (Wasatch Choices 2040, Strategy I). This is critical to maintain the City's economic viability.

The SSA 2040 land use scenario also projects less employment and fewer jobs in Kaysville. The scenario would harm the City's efforts to develop the Kaysville Business Park as an important job center (Wasatch Choices 2040, Strategy IX) and require residents to travel farther to work. It is not reasonable to create barriers to employment and job growth in Kaysville.

Kaysville City therefore considers the SSA 2040 land use scenario, described in the documents provided, not reasonable (not practical nor feasible from a technical and economic standpoint).

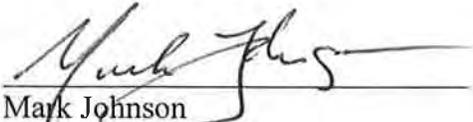
Determination

Kaysville City will not consider incorporating the Shared Solution Alternative land use scenario into its General Plan or zoning map if the SSA is ultimately selected. The City will continue to develop its Main Street Community as an authentic mixed-use place and the Kaysville Business Park as an important job center, reuse land to better utilize existing infrastructure, encourage contiguous growth and infill and seek to enhance the arterial grid for travel throughout Davis County in accordance with the City's recently vetted General Plan, effective Land Use Ordinances and Wasatch Choices 2040 Implementation Strategies. Doing so will help provide for livability and mobility in west Davis County.

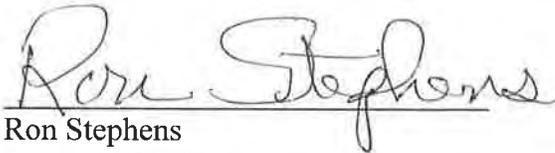
Respectfully submitted,



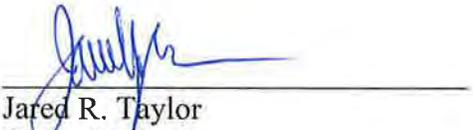
Steve A. Hiatt
Mayor



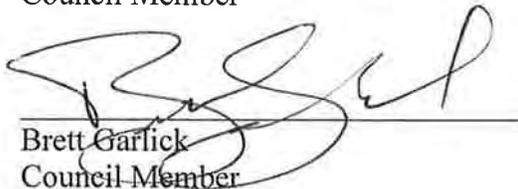
Mark Johnson
Council Member



Ron Stephens
Council Member



Jared R. Taylor
Council Member



Brett Garlick
Council Member



Susan Lee
Council Member



HOOPER CITY INC.

5580 West 4600 South

Hooper, UT 84315

Phone: (801) 732-1064
E-mail: hoopercity@hotmail.com

Fax: (801) 732-0598
Website: hoopercity.com

April 20, 2015

The Shared Solution Coalition
218 East 500 South
Salt Lake City, Utah 84111

Coalition,

In response to the letter dated February 12, 2015 and the presentation in our City Council meeting, Hooper City Council members have reviewed and considered "The Shared Solution Alternative Land Use Scenario" and we offer the following response.

1. Although some elements of the proposed scenario are of value, we take the position that it is not practical for Hooper City.
2. In our recent revision of our Generalized Future Land Use Plan, some of our plan elements are similar to those in the presented solution. Other elements may be worth consideration in future planning. However Hooper will not consider implementing "The Shared Solution" as a whole.

We acknowledge the monumental tasks of, and we are very appreciative of the great effort that is part of planning the future transportation possibilities that will affect the citizens of Hooper City and others along the Wasatch Front.

Thank you for your efforts and consideration.



Korry Green, Mayor

cc: Randy Jefferies

Clinton City

2267 North 1500 West
CLINTON, UTAH 84015

Phone (801) 614-0700 Fax (801) 614-0712
www.clintoncity.net



March 16, 2015

Randy Jefferies
Region One
166 West Southwell Street
Ogden, UT 84404

Randy:

This letter is in response to UDOT's request for feedback on the Shared Solution Alternative related to the West Davis Corridor. After discussion and consideration Clinton City has the following comments:

1. The Alternative isn't an alternative to the Corridor as much as it is a mandate upon municipalities to change the land use that has been proposed by the citizens of the community. Clinton City has just completed a two year study involving citizen planning sessions, surveys and a citizen's committee resulting in a new General Plan. The Plan was processed by the Planning Commission with additional public sessions resulting in a recommendation to the City Council and adoption. This plan is the plan of the citizens of Clinton and the impact of the Alternative would not create an environment that the citizens of Clinton have chosen for their community.
2. The portion of the City that could be called the central business district, the intersection of SR-108 and SR-37, is developing as a commercial hub and is surrounded by developed residential areas. These residential areas are relatively recent developments and would not be ripe for redevelopment for many decades to come. This projects the high likelihood of not being able to develop a sufficient population density in the Alternative area to support it.
3. The City is more than two-thirds built out and there is not a significant area of land left that would generate the proposed alternate high density population required to potentially support the Alternative.
4. Of the developed residential areas, in the City, over half were constructed in the past 15 years. Overall the vast majority of housing in the City has been constructed after 1975. The older housing stock, constructed between 1975 and 2000 is located on the east side of the City that is serviced primarily by I-15. The newer housing stock is situated on the western side of the City and will be serviced best by the West Davis Corridor.
5. During the development of the General Plan the City looked for lands that would be ideal for preservation as recreational areas or that could be called critical lands

and none were identified. A private golf course constructed in 2007 is having a hard time maintaining its sod due to alkalinity and poor soil conditions. Due to the lack of natural recreation areas within the City, Clinton has committed to the development of 7 acres of parkland per 1,000 residents to provide recreation for its citizens. The Alternative would not preserve any critical lands.

6. The impact of the Alternative upon the cities on the west side of I-15 has not been evaluated. The cost of the Alternative in relation to the impact upon existing rights-of-way and needed acquisition, loss of existing commercial and residential development, and loss of modification necessary to city infrastructure are just a few of the expenses that will be placed directly upon the cities.
7. Lastly, since the start of discussion of a Legacy Highway and West Davis Corridor, cities on the west side of I-15 have been planning and developing with these two corridors as part of their plans. The shared Solution plan would be a major deviation to these plans that have already been in place.

It is because of these findings that Clinton City plans on staying with the General Plan adopted in December of 2013, a plan that was developed with the vision that there would be a West Davis Corridor. This plan does not project redevelopment of commercial areas that were started in 1996 and continue on today. It does not propose high density housing being developed in areas where subdivisions built after 2000 are located. The Plan envisions growth in a form that the citizens have chosen, and the Plan does not foresee a population density that would be needed for the Alternative to be effective.

I can appreciate the impact that the West Davis Corridor has on a comparatively few land owners on the west side; however this does not compare to the impact upon a larger number of citizens, businesses, property owners, neighborhoods, communities, and cities that would be the result of implementation of the Shared Solution Alternative. The Clinton City Council can not commit to the Shared Solution Alternative and it can definitely not obligate future Councils.

I would like to thank you personally for your professionalism and continued efforts in seeing the study for the West Davis Corridor go forward.

Thank You



L. Mitch Adams
Mayor



Executive Department

55 South State Street
Clearfield, Utah 84015
Phone: 801.525.2710
Fax: 801.525.2869

March 4, 2015

Carlos M. Braceras, Director
Utah Department of Transportation
4501 South 2700 West
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Randy Jefferies, Project Manager
UDOT West Davis Corridor EIS
466 North 900 West
Kaysville, Utah 84037

Roger Borgenicht, Co-Chair
Utahns for Better Transportation for the Shared Solution Coalition
218 East 500 South
Salt Lake City, Utah 84111

RECEIVED

MAR 13 2015

Utah Dept of Trans
Region One

The purpose of this letter is to respond to the following questions regarding land use planning for the Shared Solution Alternative:

Questions

If the roadway, transit, and active transportation elements of the Shared Solution alternative were to be implemented, does the city consider the 2040 land use scenario described in the attached documents to be reasonable (practical or feasible from a technical and economic standpoint)? Would Clearfield City consider incorporating the land use scenario into its General Plan or Zoning Map at the completion of UDOT's Environmental Impact Statement process if this alternative were ultimately selected?

Response

The land use proposed in the Shared Solution Alternative is incompatible with the long term land use goals in our General Plan. Our General Plan contains an appropriate accommodation for additional multi-family housing, whereas the Alternative proposes an unreasonable amount of medium- to high-density residential development along the majority of our State / Main Street and 1700 South corridors.

Those increased densities are neither desired nor warranted at this time. Furthermore, the Alternative depicts mixed-use developments that are unlikely to occur in the scale depicted due to the increased financial costs associated with site redevelopment. For these reasons the Shared Solution land use scenario is **not** reasonable from a practical or economic standpoint.



In addition, we wish to state the following concerns:

- **Access to Hill Air Force Base (HAFB)** – HAFB is one of the state’s largest economic engines, providing high quality employment for tens of thousands of people. Access to the Base is paramount; we believe an additional north-south highway would provide a valuable and much-needed second route for Base employees. Failure to add north-south capacity at this time may hamper access and future viability of the Base.
- **Limited Market for New Multi-Family Development.** Recent marketing studies have shown limited capacity for new multi-family development. The units that could be supported are already represented in the master plans for UTA’s Clearfield Station development and other projects currently in the planning stage.
- **Feasibility of Mixed-Use Projects** – The Alternative depicts pictures of conceptual mixed-use developments that are unlikely to be economically feasible outside of major regional commercial nodes. As attractive as they are, developments like Farmington Station, Ogden’s Junction, or Salt Lake’s Gateway and City Creek rely on regional markets for their success. Unfortunately, we do not believe that a similar development could be sustained in Clearfield due to the proximity of existing commercial development.
- **Antelope Drive** – 1700 South is a crucial access corridor for Freeport Center. Freeport Center lacks any widened internal circulation roads, making prioritized access from the north problematic. The Freeport Center would be negatively affected by re-routing truck traffic to S.R. 193. Given its importance to the regional economy as a manufacturing and employment center, we believe transportation to and from Freeport UTA should be enhanced, not restricted.
- **I-15 overpass at Chancellor Gardens (1450 South)** – This overpass could be a positive transportation mobility enhancement, but careful consideration must be taken so that it does not affect the viability of the residential neighborhood along Valhalla Drive. Furthermore, we would be strongly opposed to any funds being expended on this project prior to much-needed improvements being made to our existing I-15 interchanges at 650 North and 700 South and the completion of other local transportation projects.
- **BRT Route Frontrunner to Freeport Center** – This connection is currently planned to be a pedestrian/bicycle facility. Clearfield City has no plans to incorporate a vehicular travel route from the Front Runner Station to the Freeport Center. An application for funding through the CMAQ and STP process has been submitted for the pedestrian/bicycle bridge.

We wish to emphasize that Clearfield City supports the Environmental Impact Statement process UDOT followed for the West Davis Corridor, and believes that an additional north/south travel route in western Davis County is necessary and should be completed as soon as possible for future mobility



Executive Department

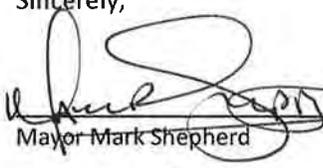
55 South State Street
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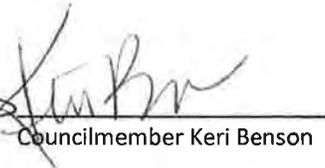
within our region. The West Davis Corridor would alleviate detrimental impacts to Clearfield City by limiting cross traffic and congestion on east/west road corridors that are nearing capacity today.

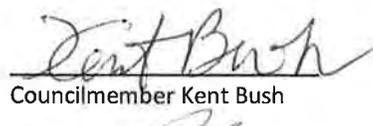
Finally, while some of the improvements proposed in the Shared Solution Alternative may be positive additions to the regional transportation system *after* an additional north-south highway has been built, we believe that adherence to the existing process for transportation project funding—namely the TIP, CMAQ, Transportation Alternatives and other long-standing regional planning tools—is in everyone's best interests. Each of the improvements included in the Shared Solution Alternative should be required to stand on its own merits against the many other regionally-important projects already under consideration.

An additional highway is needed in northwest Davis County. We are hopeful that the EIS process will lead to the construction of this much-needed facility.

Sincerely,

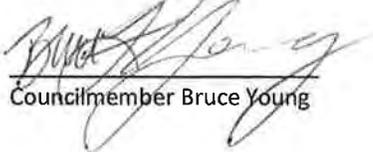

Mayor Mark Shepherd


Councilmember Keri Benson


Councilmember Kent Bush


Councilmember Ron Jones


Councilmember Mike LeBaron


Councilmember Bruce Young

CC: Mr. Kris Peterson, UDOT Region One Director
Ms. Brianne Olsen, Langdon Group

June 5, 2015

Randy Jefferies
Project Manager – West Davis Corridor
Utah Department of Transportation – Region 1
166 West Southwell Street
Ogden, UT 84404

Re: Response to Request for UTA Review of Shared Solution Alternative Transit Proposals

Dear Randy,

UTA and UDOT have had a long history of developing projects jointly starting with the State Street/I-15 environmental document from the late 1980s. Developing projects cooperatively has produced better transportation outcomes for the citizen of the state of Utah. Thank you for the communication and information provided in your May 1, 2015 letter to the Utah Transit Authority (UTA) regarding the specific transit proposals that are part of the Shared Solution Alternative of the Utah Department of Transportation's (UDOT) West Davis Corridor Study.

The past and current Long Range Transportation Plan developed by Wasatch Front Regional Council (WFRC) has identified a number of transportation improvement for western Davis County. In your letter, you provided a list of projects, with accompanying descriptions and graphics, which were included in travel demand modeling to assess the performance of the Shared Solution Alternative. In general all of the projects you noted in your letter are identified in the long range transportation plan. The Shared Solutions group has developed some minor variations for the project identified in the plan, but they are very consistent with the plan. You then asked UTA to respond to six (6) questions: three about implementing specific routes, two about policy decisions, and one about supporting another project. Using the materials provided, UTA has the following responses to your questions:

Questions 1 and 2: As shown on the maps provided in your letter and as we know from the project development process, the bus rapid transit (BRT) routes proposed are similar to routes that already exist in Wasatch Front Regional Council's Regional Transportation Plan (RTP). BRT implies a level of investment that makes bus travel more attractive than typical local bus service. We would implement SSA_BRTNSDA_R/2R and SSA_BRT_Wash_R/2R, or routes similar to them, if the typical steps were followed to move new transit projects forward, including a public and stakeholder notification and feedback process, an alternatives analysis, any federal requirements, a secure and committed funding scheme, and finally design, construction, and procurement as determined by the process.

Question 3: A similar process would be engaged to implement a local service such as SSA_WSU_D although these routes are not typically specified in the RTP.

Question 4: You asked if UTA would implement \$50 subsidized transit passes for Weber and Davis residents. UTA has recently expanded an existing corporate co-op program to

municipalities that desire to provide lower cost transit passes to their residents. The co-op program provides transit passes at a 50% discount to users, with UTA providing a 20% discount and the municipal or corporate sponsor providing a 30% subsidy. For local bus service, the monthly pass under a co-op program is \$42 and a premium pass including Frontrunner is \$99.

Question 5: The second policy question related to timed transfers. Yes, it is a reasonable assumption that UTA would attempt to time transfers between bus and rail services. The challenge is if the bus service has to meet two different rail stations.

Question 6: Finally, there was a question regarding support of a pedestrian bridge from the Clearfield FrontRunner Station to the Freeport Center. Clearfield City applied for and was awarded congestion mitigation/air quality federal funds to build this project.

In conclusion, the projects identified in the letter are largely consistent with the long range plan. In the project development process UTA would further evaluate the themes and variations suggested. UTA supports the transit expansions identified in the plan, however, all expansions would require new funding sources. The WFRC plan does identify potential mechanisms for funding but the mechanism require further political actions.

We appreciate the opportunity to participate in the West Davis Corridor Study. Please let us know if you have any other questions and if there is anything else we can do to help.

Sincerely,



Hal Ryan Johnson
Manager, Integrated Project Development
Utah Transit Authority

APPENDIX J

Final Shared Solution Alternative Assumptions

Shared Solution Alternative

Modeling Assumptions and Methodology

April 18, 2016



This is a summary of the assumptions and methodology to be used in modeling the Shared Solution Alternative. These have been collaboratively developed through multiple meetings with the Coalition and the WDC study team. The assumptions are outlined below for each of the stated principles of the Shared Solution Alternative. The original set of assumptions was completed in March of 2015. Based on feedback and information from the cities in the study area, Utah Transit Authority, and a real estate market study conducted by RCLCo, the WDC study team and the Coalition have jointly updated the assumptions for modeling this alternative. These updates are included at the end of each section.

1. Compact, Mixed Use Developments

- used floor area ratios (FAR) and residential densities from the Wasatch Choices for 2040 as a starting point
- based the locations and intensities of the various development types on city inputs from the land use workshop
- further subdivided the intensities generally such that from west to east the intensity increased
- used the following dimensions to estimate the area of potential mixed use developments:
 - 500' total width for boulevards / Main Street communities (250' on either side of the roadway centerline)
 - a square ¼ mile in length on each side for town center nodes (centered on the key intersection)
 - 750' radius at circulator stops in Layton between I-15 and Hill Field Road including all intersected parcels (assumed to be town centers)
 - visual identification of candidate parcels near station communities
- used ET+ to identify candidate parcels for development/redevelopment by 2040 within the above dimensions based on current land use and building age (along Main Street and Hill Field Road all intersecting parcels were assumed to be candidates, whereas in other areas the parcels were clipped to match the buffers)
- travel model TAZs were split to match the mixed use development / redevelopment areas
- approximately half of the buffer area (~1,800 acres) was identified as candidates for mixed use development / redevelopment
- to improve the jobs/housing balance in the study area some household growth was moved out of the study area and some employment growth was moved into the study area (initially 5,000 households and 7,500 jobs)
- it was assumed that 1/3 of the household growth and 80% of the employment growth would take place within the mixed use development / redevelopment area
- with the target study area land use growth in place, household and employment growth were distributed among the various boulevards, town centers, etc. based on the target FAR for each (average household size and household income were also

- estimated for each development type, which, on average, were each assumed to be less than the original overall study area average)
- household and employment growth were distributed among the TAZs based on the proportion of each development type within each TAZ (adjustments were made to account for existing land uses that would be developed)
 - growth outside of the mixed use development / redevelopment zones, but within the study area was distributed through those zones based on the original 2009 to 2040 growth assumptions and an adjustment factor that placed more growth on the east side of the study area and less growth on the west side
 - outside of the study area, land use adjustments were made to account for households that were moved out of the study area and jobs that were moved into the study area
 - new households were assumed to be added to Ogden and south Davis County so as to be closer to employment centers
 - employment growth was taken most heavily from the fringes of Weber and Davis Counties and less heavily from the more urbanized areas
 - during the land use development process a goal for the total trip generation within the study area to be approximately equal to that of the other modeled alternatives in the EIS – based on this goal 3,500 households and jobs were moved into the study area (out of the 5,000 households that were originally moved out and in addition to the 7,500 that were originally moved in)
 - used new land use file as revised based on WFRC comments

UPDATE:

- Based on the city feedback and the findings of the RCLCo market study, the land use scenario proposed for the Shared Solution Alternative as assumed above was determined to not be reasonable.
- The Shared Solution Alternative will be modeled along with the other 46 alternatives in Version 8 of the WFRC model with the WFRC-approved land use assumptions
- Because Farmington and Sunset considered the shared solution land use scenario as reasonable within their cities, UDOT will incorporate the land use assumptions in these cities as part of the Shared Solution Alternative. To do this, UDOT would use the higher of the SE data employment values between the Shared Solution data and the WFRC v8 model data for the TAZ surrounding the mixed use centers. In order to stay within the county control totals, where an increase in jobs results, a corresponding decrease in jobs would be applied to areas in South Davis County. Similarly, UDOT would use the lower of the SE data housing values between the Shared Solution data and the WFRC v8 model data for the TAZ surrounding the mixed use centers. In order to stay within the county control totals, where a decrease in homes results, a corresponding increase in jobs would be applied to areas in South Davis County.
- After modeling of the 47 alternatives, UDOT and FHWA will evaluate whether it is appropriate to also consider the REMM model for land use assumptions on the no-build, Shared Solution, and freeway alternatives, depending on availability and reliability of that model.

2. Boulevard Roadway Configurations

- let the model predict the speed based on area and facility type

- assumed capacity increase from innovative intersections based on the following:
 - SYNCHRO model capacity analysis comparing no-build and innovative intersections
 - started with 2040 volumes from examples in study area (Antelope, State, etc)
 - increase volumes until intersection failure to measure the increase in capacity
 - resulted in an average capacity increase of 17%
- apply the 17% capacity increase to the links that include the nodes
- apply 22% capacity increase to links at the intersections of State Street with Antelope, Hillfield, SR-193, 1800 N, 5600 South
- adjusted the capacity improvement links on boulevards on either side of innovative intersections to the half-way point from the adjacent likely future normal signalized intersection. Used Google Earth to make the assumptions on these future signalized intersection locations. This resulted in extending some of the segments with the increase in capacity.
- these capacity adjustments may be revised based on further microsimulation
- assumed an innovative intersection treatment at every node shown on the map
- assumed that the delay per left turning vehicle is 1 minute. Assumed 20% of volume at high volume intersections (22% capacity improved) is delayed 1 minute and 10% at low volume intersections (17% capacity improved) is delayed 1 minute.
- East of the interchange, changed the centroid of a link south of SR-193.
- the new section of road on Bluff Street that connects to Layton Hills Parkway is coded as a minor arterial.

UPDATE:

- Actual intersection approaches that were defined by the Coalition were used to define left turn penalties
- Adjust Bluff Road to a type 3 roadway
- Use 22% capacity increase for intersections with a treatment that removes two signal phases
- Use 17% capacity increase for intersections with a treatment that removes one signal phase
- Increase the capacity of a segment on State Street between SR-193 and Antelope to 17% and 22%.

3. Incentivized Transit

- initially proposed a \$50 monthly UTA pass for Davis County riders (see change below)
- initially proposed a \$50 Frontrunner Pass for Weber Co. residents (see change below)
- modify script in the model to account for this. Use 0.75 in transit script and increased the walk buffer near BRT and rail stations to 0.5 miles
- model intermodal hubs as seamless transfers. Frontrunner wait times less than 5 min.
- fixed the 2000 West BRT to connect directly from Antelope to the Clearfield Station.
- all BRT headways to be at 15 minutes during the peak periods
- reviewed Mike's transit Google Earth files and adjust the stops to match.

UPDATE:

- propose a \$99 monthly UTA pass for Davis County riders

- propose a \$99 Frontrunner Pass for Weber Co. residents
- The WSU-D route would be adjusted from the route shown in the RTP and coded as a mode 4
- BRT WASH R will be split for the Shared Solution model run and the new segment will be upgraded to a mode 9 route
- BRTNSDA_R will be split into two routes overlapping between Clearfield and Layton.
- Circulator routes west of I-15 will be included in the Shared Solution model as mode 4 routes
- Other BRT routes would be part of the RTP baseline for all alternatives

Based on feedback from UTA, the increase in ridership on Frontrunner for this alternative should be about 3,000 riders. Adjustments to the model to be checked and modified accordingly.

4. Connected, Protected Bikeways

- baseline bike share is 0.3% for Davis County (Census data that refers to primary mode)
- use prediction from Shaunna Burbidge on future commuter trip bike share of 3%
- adjust distance factor or the utility coefficient to hit the target
- focus the percentage improvements in the redevelopment zones
- verify the number of home-based other trips with Shaunna

UPDATE:

- assume 3% commuting bike share on roads with protected bike lanes
- define zones in which the increase from 1.5% to 3% would apply
- increase in bike trips in the study area should be the sum total increase of trips on the protected bikeways

5. Preventative ramp-metering

- assume max. 8 minutes ramp wait time
- add penalty to on-ramp link
- using script that Mike sent and modified it for metering only in AM and PM periods
- assume ramp meters are placed from Bountiful to Riverdale Rd.
- adjusted ramp metering penalties to maximize use of I-15 (approaching v/c of 0.9) and minimize ramp metering times.
- need to evaluate how much credit should be given the Shared Solution Alternative for ramp metering since ramp metering is already a common UDOT practice but was not included in the models for the other alternatives

UPDATE:

- WFRC has enhanced the traffic demand model to be able to model preventative ramp metering or “managed motorways”. Because WFRC’s model can do this as part of the normal run, the above model adjustments are no longer needed.
- The managed motorways concept has been officially included in the current RTP and so will be a baseline condition for all alternatives to be modeled.
- credit to Shared Solution would be the difference between the default WFRC model assumption (6 minutes max ramp wait time) and a 10 minute max wait time proposed by the Coalition the Shared Solution Alternative concept features:

- Speed: 45 mph or variable
 - Ramp traffic cannot back to the cross street
 - Public awareness of the contribution from the Coalition on this strategy
- UDOT will perform a no-build model to see what managed motorways does by itself

6. Strategically Placed I-15 Overpasses

- model directly in proposed locations
- at Layton Hills Mall, connected the new overpass on I-15 to 700 West on the east side of I-15. Added a link to represent a connector road to the north, also to be used by the BRT line.

UPDATE:

- The Layton Hills mall overpass project is funded and in the RTP becoming part of the baseline model

APPENDIX K

RCLCo Report

Market-Based Evaluation of Shared Solution Alternative Land Use Plan Davis and Weber Counties, Utah

Prepared for the Utah Department of Transportation | Salt Lake City, Utah | May 7, 2015

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Objectives

- The Utah Department of Transportation (UDOT) retained Robert Charles Lesser and Company (“RCLCO”) to evaluate a proposed alternative transportation and land use plan for Davis and Weber Counties from a market-based perspective. The proposed scenario would change the existing plan’s reliance on a highway system in the western portion of the counties to one that would build more “boulevards” to foster more compact development patterns. The “Shared Solution Alternative” scenario’s net impact would be to move more growth projected for western Davis and Weber Counties (conceivably primarily single-family housing development) to smaller and denser clusters along major arterials, I-15, and the Frontrunner tracks.
- The objectives of this engagement were therefore to understand the land use implications of the proposed transportation scenario and to evaluate the long-term market feasibility of the proposed land uses.



Executive Summary

- The “Shared Solution Alternative” aims to avoid the need for building the West Davis Corridor by shifting projected long-term residential and commercial development in west Davis and Weber Counties toward existing infrastructure, particularly I-15 and the Frontrunner tracks, and along higher density corridors such as 2000 West (State Road 108) and State/Main Street (State Road 126). We understand that its proponents argue that high quality streets (“boulevards”) and urban environments, combined with demographic and preference shifts, will primarily drive this shift, though it would also rely on re-written general plans and zoning in the impacted cities.
- Utahns for Better Transportation (UBET), a non-profit transportation education organization, has translated this concept into a preliminary land use plan, including identifying the target boulevards, assigning prospective land use classifications for impacted areas, identifying parcels for redevelopment, and quantifying the numbers of households and jobs to be accommodated within the redeveloped boulevards. UDOT worked with the Shared Solution Coalition to prepare, for west Davis and Weber Counties, conceptual projections for housing and employment growth through 2040 if it were to occur according to the aspirations and goals of the Shared Solution Alternative.
- RCLCO analysis for Envision Utah (March 2014) demonstrates that residential development in Davis and Weber Counties is likely to comprise predominantly single-family product due to projected demographics and the availability of land, primarily in west Davis and Weber Counties. The land use implications of the Shared Solution Alternative are not directly in conflict with this trend, but significantly underestimate their impacts on the region.
- Our analysis gives rise to a number of additional concerns that call into question the Shared Solution Alternative’s market feasibility, including:
 - The very large capture rates of projected demand for certain product types, which may be difficult to actually accomplish in practice;
 - The feasibility of the amount of mixed- (or even multi-) use development assumed in the plan;
 - The feasibility of parcel redevelopment along the proposed boulevards at the scale assumed;
 - The plan’s inconsistency with current, and likely long-term, positioning of the west Davis and Weber submarkets; and
 - The implicitly and explicitly assumed land use impacts of the “boulevard” planning approach (which we believe is unlikely to shift demand sufficiently to change the course of overall development in the region).
- In summary, the Shared Solution Alternative describes a type and style of development that is likely to occur to some degree in Davis and Weber Counties over the near- to long-term and has identified a number of potential locations for this development. It underemphasizes, however, the significant market forces driving low density development in the area, as well as a number of significant market obstacles to actually realizing redevelopment in line with Shared Solution expectations. The Shared Solution Alternative is therefore highly unlikely to impact land use trends to the degree assumed; indeed, even construction of the West Davis Corridor is unlikely to change development patterns significantly, but may facilitate more ordered development of the area.

Methodology

Accomplishment of the engagement objectives entailed the following major tasks:

- Researched the Shared Solution Alternative in detail to understand what is being proposed in terms of (including but not limited to) locations of development, land supply, residential densities, and redevelopment of existing uses. This included the review of the following documents provided by Shared Solutions:
 - “*The Shared Solution Alternative Map*,” which provided a visual overview of the proposed alternative.
 - “*Land Use Modeling Assumptions and Methodology*,” which detailed the methodologies employed by the Shared Solution proposal.
 - “*Proposed Shared Solution Redevelopment Areas*” for each surveyed city, which were reviewed in GIS to analyze the locations of and existing/proposed land uses for the parcels identified for redevelopment.
 - “*Comparison Tables*” for each surveyed city, which were collectively analyzed in Microsoft Excel to quantify total household and employment projections for the proposed alternative.
 - “*Comparison Map for Households*” and “*Comparison Map for Employment*” for each surveyed city, which provided projected households and jobs by study area that were analyzed in Excel to quantify macro-level household and employment projections.
 - “*Sample SSA Boulevard Sections and Intersections*,” which provided graphic illustrations of the proposed Boulevards and Intersections
- Reviewed existing RCLCO projections for the study area from previous Envision Utah analysis; compared them to Shared Solution projections.
- Interviewed developers and real estate owners in the area, including:
 - Dan Lofgren, Cowboy Partners
 - Garrett Seely, Woodside Homes
 - Thayne Smith, SLR
 - Bryan Bayles, PRI
 - Brad Wilson, Destination Homes
 - Soren Halladay, PEG
- Conducted a basic market analysis of residential and commercial real estate in the area. This included the analysis of macroeconomic trends in residential, retail, and employment markets, historical residential permit trends, and various residential product types for Davis and Weber Counties using such data sources as Reis, CoStar, Zillow, and information gleaned from residential communities’ websites.
- Reviewed a random selection of parcels impacted in the Shared Solutions land use plan to better understand redevelopment and development implications.
- Compared all of the above to the explicit and implicit assumptions underlying the Shared Solutions land use plan to evaluate its feasibility.

Shared Solution Alternative Overview

- The Shared Solution Alternative (“Alternative”) aims to avoid the need for building the West Davis Corridor by shifting long-term residential and commercial development in west Davis and Weber Counties toward existing infrastructure, particularly I-15 and the Frontrunner tracks, as well as along higher density corridors such as 2000 West (State Road 108) and State/Main Street (State Road 126). The objectives of this alternative are to provide housing choices served by transit, minimize automobile congestion, and accommodate for residential and commercial density around targeted boulevard nodes. The alternative also seeks to preserve open agricultural and recreational lands in western Davis and Weber Counties. Its guiding principles mirror those of the Wasatch Choice for 2040 Plan, which include the need to build and maintain efficient infrastructure, create regional mobility through transportation choices, develop healthy and safe communities, provide housing choices for all stages of life, and promote a sense of community in its cities and towns.
- Specifically, the Shared Solution Alternative identifies potential developable and redevelopable land parcels along the selected boulevards based on a range of criteria. Qualifying land parcels include agricultural and vacant land uses, retail land uses with structures built prior to 2009, office and industrial land uses with structures built prior to 1989, single-family land uses with lot sizes greater than one acre, and mobile home land uses. The Alternative defines a series of development types for the plan (“Station Communities,” “Town Centers,” “Boulevard Communities,” and “Main Streets”) and assigns a development type to each of the identified redevelopable parcels. Then, based on land uses and densities assumed by each development type, the Alternative quantifies the number of households and jobs that would occupy each parcel.
- In addition to the development of these specific parcels, the Alternative assumes a broader shift of housing and jobs away from western areas in Davis and Weber counties and toward the redeveloped boulevards and mixed-use centers that are proposed by the plan. While the total number of households and jobs remains constant between both scenarios, their shift from western portions of the study area to denser locations closer to I-15 carries important implications for the Alternative’s overall feasibility. The analysis of these impacts is explored in the subsequent pages of this report.
- In order to evaluate the Shared Solution Alternative from a market-based perspective, RCLCO first translated the Alternative’s designated housing densities into feasible product types. Densities between six and eight households per acre were designated as single-family detached product, densities between nine and 18 households per acre were designated as townhome product, and densities between 21 and 35 households per acre were designated as multifamily product. RCLCO then translated the Alternative’s projected job counts into real estate square footages based on average square footages per office and retail employee. These housing product types and commercial square footages were aggregated (on an approximate basis) into the submarkets used in RCLCO’s Envision Utah analysis in order to compare projected development in each scenario.

RCLCO's Envision Utah Analysis

- In 2013, the Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Central Utah Water Conservancy District, and other regional planning organizations wished to update their regional infrastructure plans by creating multiple land use development scenarios, each of which were to be consistent with the ranges of densities included in the Wasatch Choice for 2040 “WC2040” vision map. Prior to adopting a preferred scenario, however, these groups desired to incorporate foreseeable market trends and dynamics, as well as buildable land supply. Through Envision Utah, these entities hired RCLCO to produce a market-driven growth scenario that demonstrated how the Wasatch Front region would potentially grow and develop given land availability, market dynamics, and long-term consumer and demographic trends.
- RCLCO first quantified county-level residential and employment demand using Governor’s Office of Management and Budget (GOMB) projections, tenure and product type preferences across various demographic factors, RCLCO calculations of new households, and assumptions of space usage by product type.
- Then, to reflect the likely distribution of future demand across the region from a market perspective, RCLCO divided the Wasatch Front into 42 submarkets based on geographical constraints, typical submarket designations by brokers, approximate land values, and current land uses, and scored each submarket for each real estate category. The scores derive from the factors that drive demand for each type of real estate. Using GIS, Fregonese Associates analyzed parcel-based data that allowed RCLCO to classify each submarket by land value to control the types, price points, and densities of development anticipated to be feasible, and to understand how much vacant land, and likely redevelopable acreage, was available to accommodate new growth in each

submarket. The model then distributed demand to submarkets by decade, translating units/SF to acreage based on unique product densities assigned by submarket value category, until they exhaust their available land. For this analysis, we did not constrain growth according to the county-level projections provided by GOMB, but rather let the model distribute household and job growth according to “market” drivers.

RCLCO's Envision Utah Analysis

- The following pages and table below detail some of the quantitative results of the Envision Utah analysis for Davis and Weber Counties. The table below summarizes RCLCO's forecasted residential and commercial development in Davis and Weber Counties from 2015 to 2040.
- Through 2040, our analysis projected Davis and Weber Counties to capture comparable amounts of new residential units, with 47,700 and 51,300 respectively.
- Our analysis also projected Weber County to capture approximately 800,000 more square feet of commercial development than Davis County, with totals of 7.8 million and 7.0 million respectively.
- To provide context for the Shared Solutions Alternative, projected household growth for the redeveloped parcels is nearly 15,000, or 15% of RCLCO's projected growth in the counties. The Alternative projects 41,254 new jobs within the same area, which translates to approximately 13 million square feet of commercial space, or 88% of RCLCO's projected new commercial development in both counties.
- Note that the model was intended to describe distribution of demand at a high ("30,000-foot") level from a market perspective. It would not be able to project individual developments, or account for developments that occur because of public investments or other unforeseen catalysts.

***New Housing Units and Commercial Square Feet by Decade
2015-2040***

COUNTY	NEW HOUSING (UNITS)				NEW COMMERCIAL DEVELOPMENT (SF)			
	2015-2020	2021-2030	2031-2040	TOTAL	2015-2020	2021-2030	2031-2040	TOTAL
Davis County	11,000	21,200	15,500	47,700	1.6M	2.7M	2.6M	7.0M
Weber County	9,000	22,200	20,100	51,300	1.3M	3.2M	3.3M	7.8M

Projected Shared Solution HHs Captured by Redeveloped Parcels **14,861**
% Capture of RCLCO's Forecasted New HHs through 2040 **15%**

Projected Shared Solution Jobs Captured by Redeveloped Parcels **41,254**
Implied Shared Solution Commercial Square Feet Captured by Redeveloped Parcels¹ **13,072,687**
% Capture of RCLCO's Forecasted New Commercial Space through 2040 **88%**

¹As outlined on page 14.
 Source: RCLCO



RCLCO's Envision Utah Analysis

- RCLCO projects the vast majority of the region's residential development to be comprised of single-family detached product. Demographics primarily drive this preference, and we project that land or other constraints are not sufficiently onerous to drive the market toward higher density development overall through 2040.
- Through 2040, we forecast Davis and Weber Counties to capture comparable amounts of new residential units, with 47,700 and 51,300 units, respectively.
- Like forecasted residential development, the commercial growth projected for the region is fairly comparable between the two counties. Weber County is forecasted to capture 800,000 more commercial square feet than Davis County.
- The following tables break down forecasted housing units by type and square feet of new commercial development in Davis and Weber Counties by decade from 2015 to 2040. The following pages illustrate the counties' projected growth and "build out" over time by submarket.

New Housing Units by Type 2015-2040

COUNTY	SINGLE-FAMILY DETACHED			TOWNHOME			MULTIFAMILY			TOTAL HOUSING UNITS			
	2015-2020	2021-2030	2031-2040	2015-2020	2021-2030	2031-2040	2015-2020	2021-2030	2031-2040	2015-2020	2021-2030	2031-2040	TOTAL
Davis County	8,600	17,300	12,700	700	1,300	1,000	1,700	2,600	1,800	11,000	21,200	15,500	47,700
Weber County	7,100	17,200	16,200	500	1,200	1,200	1,400	3,800	2,700	9,000	22,200	20,100	51,300

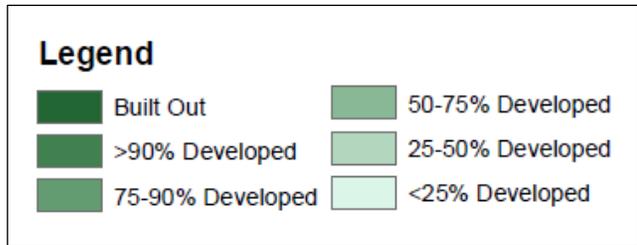
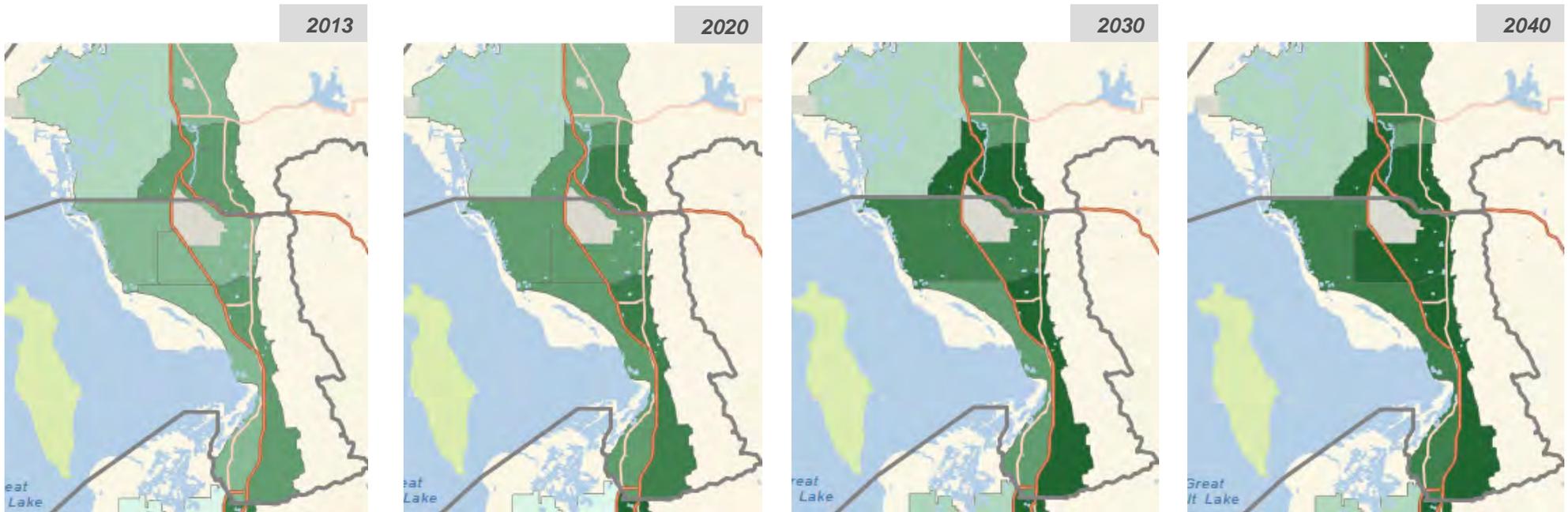
Commercial Square Footages by Type 2015-2040

County	OFFICE			INDUSTRIAL (WAREHOUSE & FLEX)			RETAIL			TOTAL COMMERCIAL SF			
	2015-2020	2021-2030	2031-2040	2015-2020	2021-2030	2031-2040	2015-2020	2021-2030	2031-2040	2015-2020	2021-2030	2031-2040	TOTAL
Davis County	518,200	956,700	1,063,200	325,800	224,500	169,700	804,300	1,535,900	1,389,300	1.6M	2.7M	2.6M	7.0M
Weber County	457,600	902,800	1,044,000	460,000	755,500	583,500	354,300	1,576,000	1,665,800	1.3M	3.2M	3.3M	7.8M

Source: RCLCO

RCLCO's Envision Utah Analysis: Land Developed by Submarket

Percentage of Land Developed (Acres) by Submarket by Decade

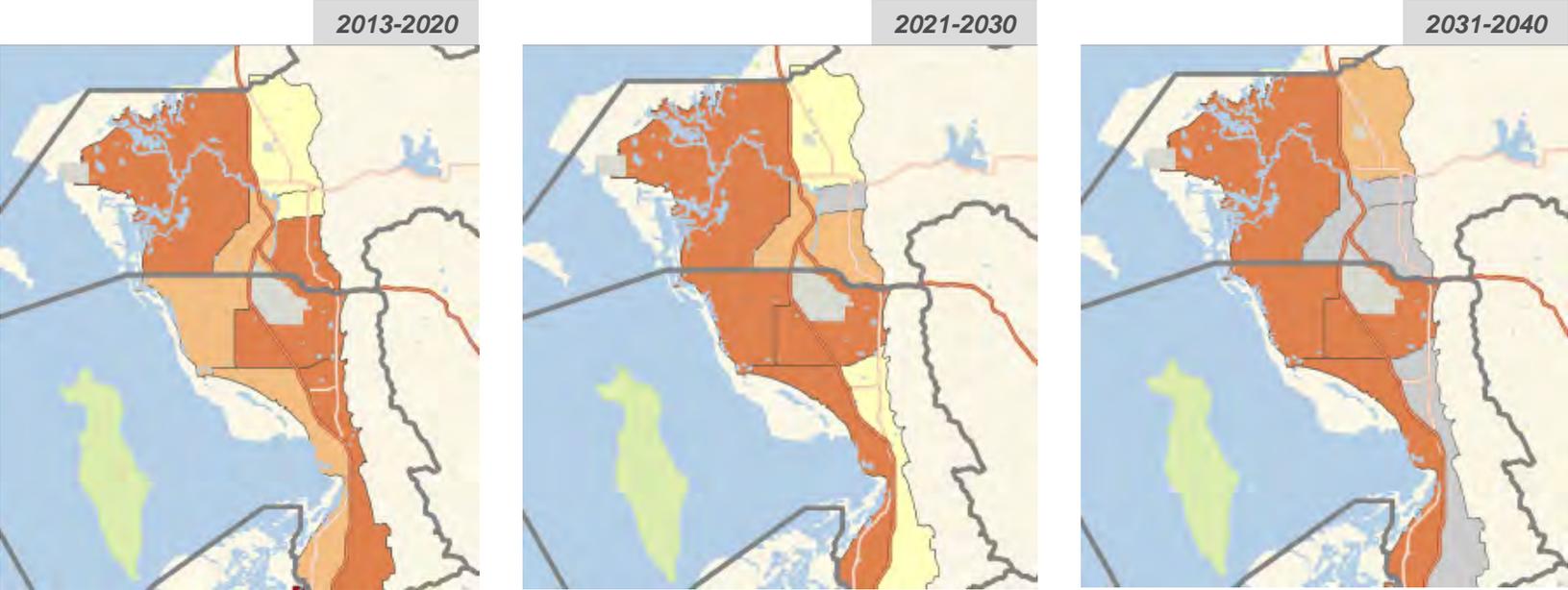


Source: RCLCO



RCLCO's Envision Utah Analysis: Household Growth by Submarket

Household Growth by Submarket by Decade¹, Normalized to Submarket Land Area



Legend

<.1 per Acre	.5-1 per Acre
.1-.25 per Acre	>1 per Acre
.25-.5 per Acre	Built Out

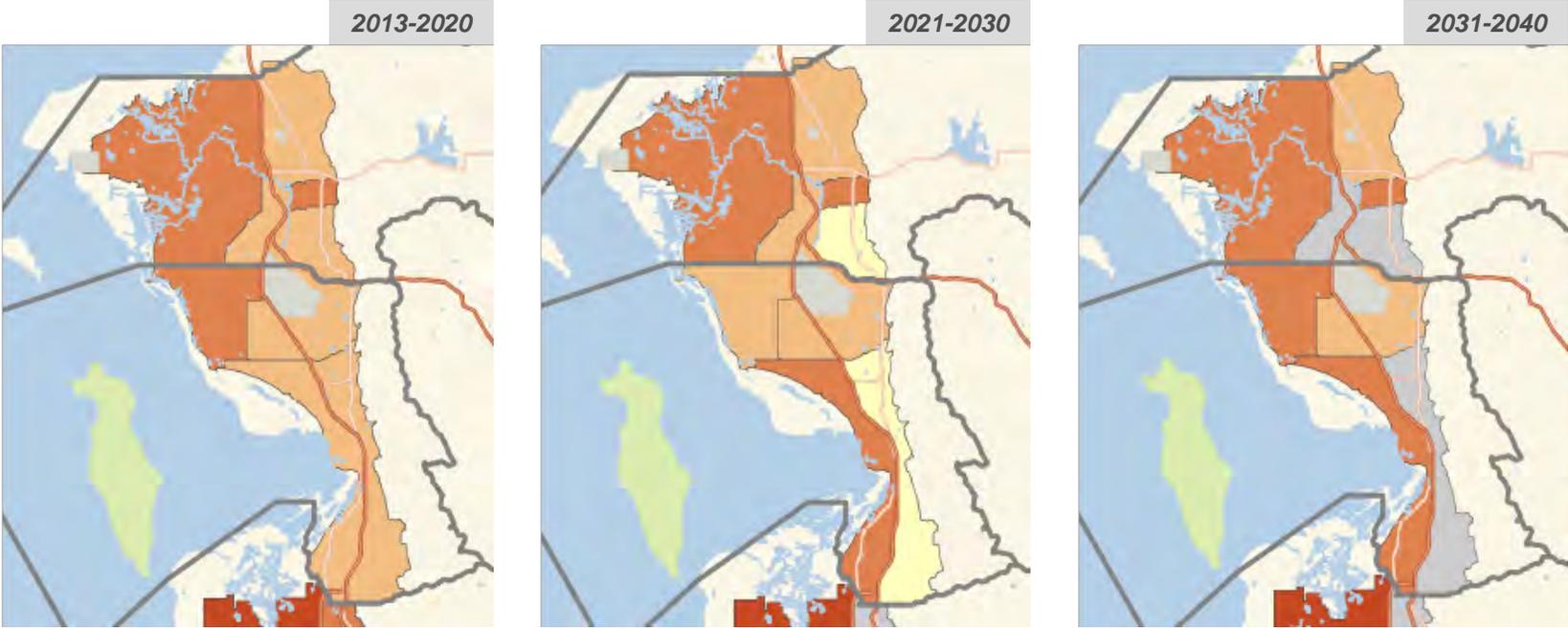
Household growth per acre increases most dramatically between 2013 and 2020 in areas located east of I-15 and in west Weber County. Between 2021-2030 and 2031-2040, the highest household growth rates per acre are located in areas west of I-15 and Layton. These figures show that by 2040, most areas east of I-15 will be built out.

¹Demonstrates total household growth within each submarket divided by that submarket's developable land area in acres to reflect the degree of household growth projected.
Source: RCLCO



RCLCO's Envision Utah Analysis: Employment Growth by Submarket

Employment Growth by Submarket by Decade, Normalized to Submarket Land Area



Legend

 <.1 per Acre	 .5-1 per Acre
 .1-.25 per Acre	 >1 per Acre
 .25-.5 per Acre	 Built Out

Between 2013 and 2020, downtown Ogden, west Weber County, and northwest Davis County exhibit the highest rates of employment growth per acre. These areas continue to exhibit strong employment growth through 2040 as locations east of I-15 and south of Ogden become built out.

Source: RCLCO



Envision Utah and Shared Solution Comparison

The table below summarizes the Shared Solution Alternative’s projected capture of total residential units for its selected parcels, segmented by density. In order to compare these densities with RCLCO’s demand forecasts for the region, we translated these densities into distinct product types. Densities between six and eight households per acre were designated as single-family detached product (SFD), densities between nine and 18 households per acre were designated as townhomes or other attached product, and densities between 21 and 35 households per acre were designated as multifamily product. The Shared Solution Alternative calls for a total of 14,800 new households within its selected parcels, with 12,600 located in Davis County and 2,200 located in Weber County.

Shared Solution Alternative Capture of Total Units by Type 2015-2040

DAVIS COUNTY															
City	# Households by Density														
	SFD		TOWNHOME						MF						
	6 HH/Ac	8 HH/Ac	9 HH/Ac	11 HH/Ac	12 HH/Ac	14 HH/Ac	15 HH/Ac	16 HH/Ac	18 HH/Ac	21 HH/Ac	26 HH/Ac	28 HH/Ac	29 HH/Ac	35 HH/Ac	Total HHs
Syracuse		160		163											323
Farmington		157			484									819	1,460
Kaysville		290				108									397
Layton		235		72	152	1,899			74	271	516	1,736	1,245		6,199
Clearfield	63	159	78	92		621	683		302	76			1,262		3,336
Clinton	191	254													445
Sunset	2		196			28									226
West Point		125							101						226
Total	256	1,379	274	327	636	2,655	683	101	377	346	516	1,736	2,507	819	12,612

WEBER COUNTY															
City	# Households by Density														
	SFD		TOWNHOME						MF						
	6 HH/Ac	8 HH/Ac	9 HH/Ac	11 HH/Ac	12 HH/Ac	14 HH/Ac	15 HH/Ac	16 HH/Ac	18 HH/Ac	21 HH/Ac	26 HH/Ac	28 HH/Ac	29 HH/Ac	35 HH/Ac	Total HHs
Roy	167	85	320	192		538			138						1,440
West Haven		114	204	100				3							421
Hooper	263	124													387
Total	430	323	525	292	0	538	0	140	0	0	0	0	0	0	2,249

Source: Shared Solution Alternative



Envision Utah and Shared Solution Comparison

- In order to compare forecasts for commercial demand in Davis and Weber Counties through 2040, we multiplied the Alternative's projected jobs by average square feet per employee estimates for both retail and office space. This yielded projected demand of over 13 million square feet of commercial space between the two counties.
- Of this 13 million square feet, 11.4 million (88%) is apportioned to Davis County, with the remaining 1.6 million (12%) apportioned to Weber County. The Alternative projects Layton, Clearfield, Farmington, and Roy to capture most of this new commercial space.

Shared Solution Alternative Capture of Employment by Type 2015-2040

DAVIS COUNTY				
	RETAIL		OFFICE	
City	# Shared Solution Jobs	Implied SF Demanded ¹	# Shared Solution Jobs	Implied SF Demanded ²
Syracuse	308	107,823	624	187,312
Farmington	885	309,671	2,814	844,319
Kaysville	290	101,517	529	158,620
Layton	7,427	2,599,366	11,468	3,440,414
Clearfield	2,488	870,831	6,888	2,066,489
Clinton	411	143,803	733	220,025
Sunset	179	62,688	301	90,429
West Point	247	86,569	536	160,802
Total	12,235	4,282,269	23,895	7,168,409

WEBER COUNTY				
	RETAIL		OFFICE	
City	# Shared Solution Jobs	Implied SF Demanded ¹	# Shared Solution Jobs	Implied SF Demanded ²
Roy	1,067	373,589	2,413	723,830
West Haven	333	116,688	560	167,916
Hooper	294	102,751	457	137,234
Total	1,694	593,028	3,430	1,028,980

¹ Assumes 350 square feet per retail employee.
² Assumes 300 square feet per office employee.
 Source: Shared Solution Alternative; RCLCO



Envision Utah and Shared Solution Comparison

The table below provides a summary of residential and commercial projections specific to the parcels identified for redevelopment by the Shared Solution Alternative. They are juxtaposed with RCLCO’s forecasts of new residential and commercial development for all of Davis and Weber Counties from 2015 to 2040. The table includes a breakdown of residential product types for each projection and quantifies the redeveloped parcels’ capture of RCLCO’s forecasted new commercial and retail development for the two counties.

**Summary of Residential, Office, and Retail Projections
2015-2040**

RESIDENTIAL				
	SINGLE-FAMILY DETACHED	TOWNHOME	MULTIFAMILY	TOTAL
RCLCO Forecasted Development	79,100	5,900	14,000	99,000
% Breakdown	80%	6%	14%	100%
Shared Solution Demand (Redeveloped Parcels)	2,388	6,549	5,924	14,861
% Breakdown	16%	44%	40%	100%
Share of RCLCO Forecasted Demand	3%	111%	42%	15%

OFFICE	
	SF DEMANDED
RCLCO Forecasted Development	4,942,500
Shared Solution Demand (Redeveloped Parcels)¹	8,197,390
Share of RCLCO Forecasted Demand	166%

RETAIL	
	SF DEMANDED
RCLCO Forecasted Development	7,325,600
Shared Solution Demand (Redeveloped Parcels)²	4,875,297
Share of RCLCO Forecasted Demand	67%

NOTE: Assumes Single-Family Detached product includes densities of 6-8 HH/acre, Townhome product includes densities of 9-18 HH/acre, and Multifamily product includes densities of 21-35 HH/acre.

¹ Assumes 300 square feet per employee

² Assumes 350 square feet per employee

Source: Shared Solution; RCLCO



Evaluation of Shared Solution Alternative: Capture Rates

- The Shared Solution Alternative poses several concerns from a market perspective. Of primary concern are the very large implied capture rates of projected demand for certain product types. Page 16 illustrates the significant difference in the shares of single-family detached growth forecasted by the Alternative and by RCLCO between 2015 and 2040.
- The Alternative plan’s projected growth along the boulevards and in targeted centers anticipates single-family product to comprise 16% of total growth in the parcels it identifies for redevelopment, compared to RCLCO’s forecast that single-family product likely comprises 80% of the region’s total residential growth over the same time period. The Alternative apportions the remainder of its projected growth to townhomes and multifamily product at 44% and 40% of total growth respectively, which again is significantly different from RCLCO’s projection of a 20% capture of total townhome and multifamily development combined.
- Though the Alternative plan clearly aims to concentrate higher density development within the redevelopment parcels, it ultimately captures a higher than feasible share of total projected demand for these product types. As outlined on page 16, the breakdown of the

Alternative’s targeted parcels essentially aim to capture as much as 111% of all townhomes demanded in the counties through 2040, and 42% of all multifamily—significant shares that other land owners would likely dispute.

- Page 16 also highlights the Alternative’s extremely aggressive capture of office and retail space. The Alternative implicitly projects its redeveloped parcels to capture over eight million square feet of office space, which is approximately 160% of RCLCO’s forecasted new development for all of Davis and Weber Counties combined from 2015 to 2040. A similar disconnect in demand, while not quite as dramatic, is found in the Alternative’s five million square feet of projected retail space, which comprises 67% of total retail demand projected by RCLCO for all of Davis and Weber Counties from 2015 to 2040.
- As demonstrated in the table below, the land parcels selected for redevelopment by the Shared Solution Alternative comprise only 4% of total developable land between Davis and Weber Counties as of 2015, further illustrating the aggressiveness of the Shared Solutions implied capture of demand.

Land Currently Available for Development 2015

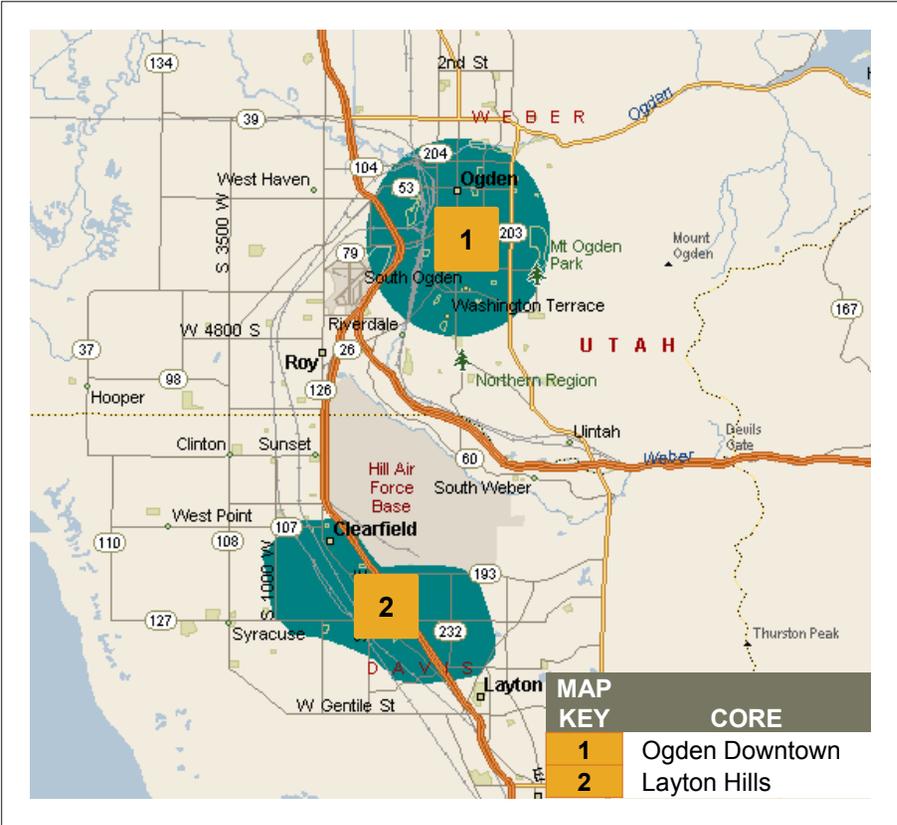
	TOTAL LAND AREA OF PROPOSED SHARED SOLUTION PARCELS	DEVELOPABLE LAND ¹	SHARED SOLUTIONS REDEVELOPMENT AREA AS A % OF DEVELOPABLE LAND
Davis County	1,398	14,049	10%
Weber County	403	34,273	1%
Total	1,801	48,322	4%

¹ As identified in RCLCO’s Envision Utah analysis. Source: Shared Solution Alternative; RCLCO



Evaluation of Shared Solution Alternative: Location of Employment

- The Shared Solution Alternative assumes that many areas accommodate both households and employment without specifying how such a mix of uses is actually achieved. In reality, this assumption is highly unlikely, as the vast majority of development in the region contains single uses, for important market and practical reasons.
- More importantly, regions cluster jobs, particularly high-paying jobs, within concentrations of commercial real estate known as “cores.” In the Wasatch region, we have previously found that 31% of all jobs are located in cores, and that these tend to be stable, high-paying “export” jobs¹. Within Davis and Weber Counties, the primary jobs cores are Ogden and Layton Hills.
- Our analysis anticipates that the Wasatch Front’s existing cores (and their surrounding submarkets) alone should add 311,000 new jobs by 2040, or 20% of the region’s total. The analysis therefore anticipates job growth outside of existing cores, but predominantly in new cores, rather than broadly distributed across submarkets as assumed by the Shared Solution Alternative. Local developers and land owners share this perspective regarding future employment growth.



Source: RCLCO

¹ “Export” industries or jobs are defined by economists as those that attract new capital from outside of a region, such as through exporting goods or services elsewhere or attracting tourists. All other jobs within an economy simply trade around the capital generated by these export industries.

Evaluation of Shared Solution Alternative: Feasibility of Parcel Redevelopment

The Shared Solution Alternative relies on a significant number of parcels fronting the selected boulevards to be redeveloped to accommodate greater density. This builds upon the assumption that older parcels with lower density retail, office, industrial, and single-family would likely be redeveloped between now and 2040. The below table illustrates a random sample of parcels that will be redeveloped according to the Alternative plan.

Proposed and Existing Uses

GIS PARCEL ID	LOCATION	PROPOSED USE	CURRENT USE	SITE PHOTO
140540160	West Point	Town Center TC-1A	Single Family Residential	
072810001	Fruit Heights	Boulevard Community BC-1B	Vacant	
111000132	Kaysville	Boulevard Community BC-1B	Big O Tires	
090750041	Hooper	Boulevard Community BC-1A	Vacant	
140650093	Clearfield	Boulevard Community BC-1A	Rita's Pizzeria	

Source: Shared Solution; RCLCO



Evaluation of Shared Solution Alternative: Feasibility of Parcel Redevelopment

- Even given the generous time frame from 2015 through 2040, the Alternative’s reliance on redevelopment underestimates its challenges.
- For redevelopment to occur, the value of a parcel following redevelopment must be significantly greater than the existing parcel value in order to compensate for the time and risks associated with foregoing even modest income. Even properties that appear aged or obsolete are typically valued by investors according to the capitalized income that they generate. An owner or developer interested in redeveloping a parcel must therefore purchase the property at this price, forego this income for a period of time, and have great confidence that the market will embrace a new project and more than compensate it for the risk it has undertaken. Redevelopment therefore generally only happens in supply-constrained submarkets within active years of the real estate cycle.
- Many of the parcels identified for redevelopment host high value real estate which probably retains significant value into the distant future. The table below identifies a handful of relatively recent transactions. The bottom two suggest land values along target “boulevards” can be as high as \$1,000,000/acre—significantly higher than vacant former agricultural land throughout the Wasatch Front.
- In addition, the parcels identified for redevelopment come in all shapes and sizes. These oddly-shaped or sized parcels could conceivably be acquired independently and assembled into a redevelopable parcel, but this process is time consuming, difficult, and risky—therefore adding significantly more cost to the scheme.

GIS PARCEL ID	LOCATION	LOT SIZE (AC)	SALE PRICE	SALE DATE	SITE PHOTO
100290036	Layton 1095 N Main St	2.2	\$780,000	Dec 2011	
120010193	Clearfield 50 S State St	0.6	\$500,000	Apr 2013	
120200139	Clearfield 293 N Main St	0.2	\$210,000	Jul 2012	

Source: Shared Solution; CoStar; RCLCO



Evaluation of Shared Solution Alternative: Inconsistency with Current Positioning of Davis and Weber Submarkets

- The Davis and Weber County submarkets have been, are, and will likely continue to be primarily destinations for attainably-priced low-density housing, for which there is significant demand.
- The table below provides an overview of actively selling or leasing homes in Davis and Weber Counties. While there are some townhome and multifamily products currently on the market, the majority of residential activity remains focused on single family detached housing. The developers we interviewed expect this to remain the case for the foreseeable future.
- Densities for small, medium, and large-lot single family developments typically range from two to eight units per acre, generally below the densities projected by the Shared Solution Alternative.
- Further, home prices and multifamily rents are generally insufficient to make redevelopment feasible, or to support more “urban” parking or infrastructure solutions likely envisioned by the Shared Solutions Alternative.

**Actively Selling Residential Products
Davis and Weber Counties**

PRODUCT TYPE	LOCATIONS	DENSITY RANGE (UNITS/AC) ¹	SF RANGE	PRICE/RENT RANGE	\$/SF RANGE
Small Lot SFD	Throughout the market	6.4 - 8.5	1,315 - 3,442	\$159,990 - \$349,990	\$102 - \$122
Med-Large Lot SFD	Throughout the market	2.1 - 5.3	1,930 - 4,246	\$189,900 - \$400,000	\$94 - \$98
Townhome	Within a 5 minute drive from I-15 and Frontrunner	13.0 - 16.0	1,530 - 2,538	\$223,990 - \$272,350	\$107 - \$146
Multifamily - Rental	Less than a 5 minute drive to I-15 and Frontrunner	15.6 - 35.7	665 - 1,420	\$675 - \$1,399	\$0.99 - \$1.02
Multifamily - Owner	N/A	N/A - N/A	N/A - N/A	N/A - N/A	N/A - N/A

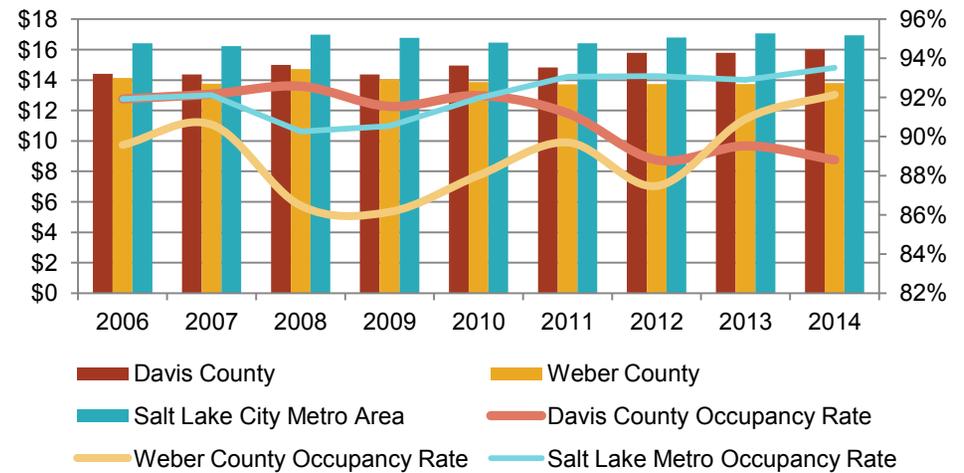
Source: RCLCO; Respective community websites



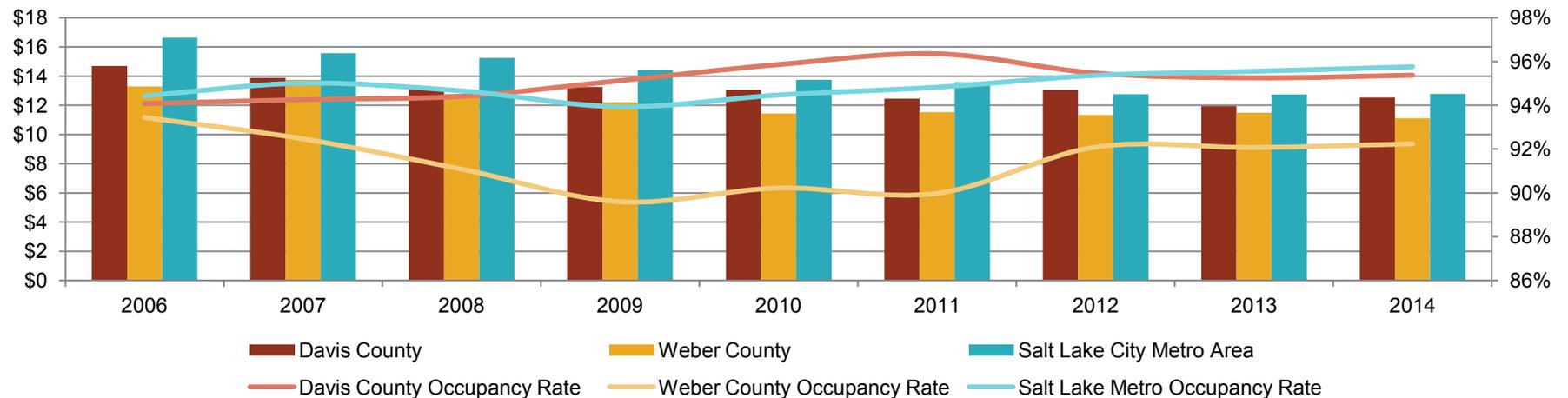
Evaluation of Shared Solution Alternative: Inconsistency with Current Positioning of Davis and Weber Submarkets

- On the commercial side, Davis and Weber Counties typically host lower intensity, lower value employment and retail space relative to the region. This is particularly true outside of the counties' primary employment centers, which includes the western portions of the counties.
- The charts below and to the right indicate Davis and Weber Counties' value proposition relative to the Wasatch Front region overall. Though Davis County office and retail asking rents have approached those of the Salt Lake City metro region, asking rents in Weber County have historically remained at a discount to both areas.
- It is therefore unlikely that the major development of commercial and retail space at relatively higher densities, on redeveloped parcels, projected by the Shared Solution Alternative will occur in the near- to medium-term.

Historical Office Inventory and Average Asking Rents 2006-2014



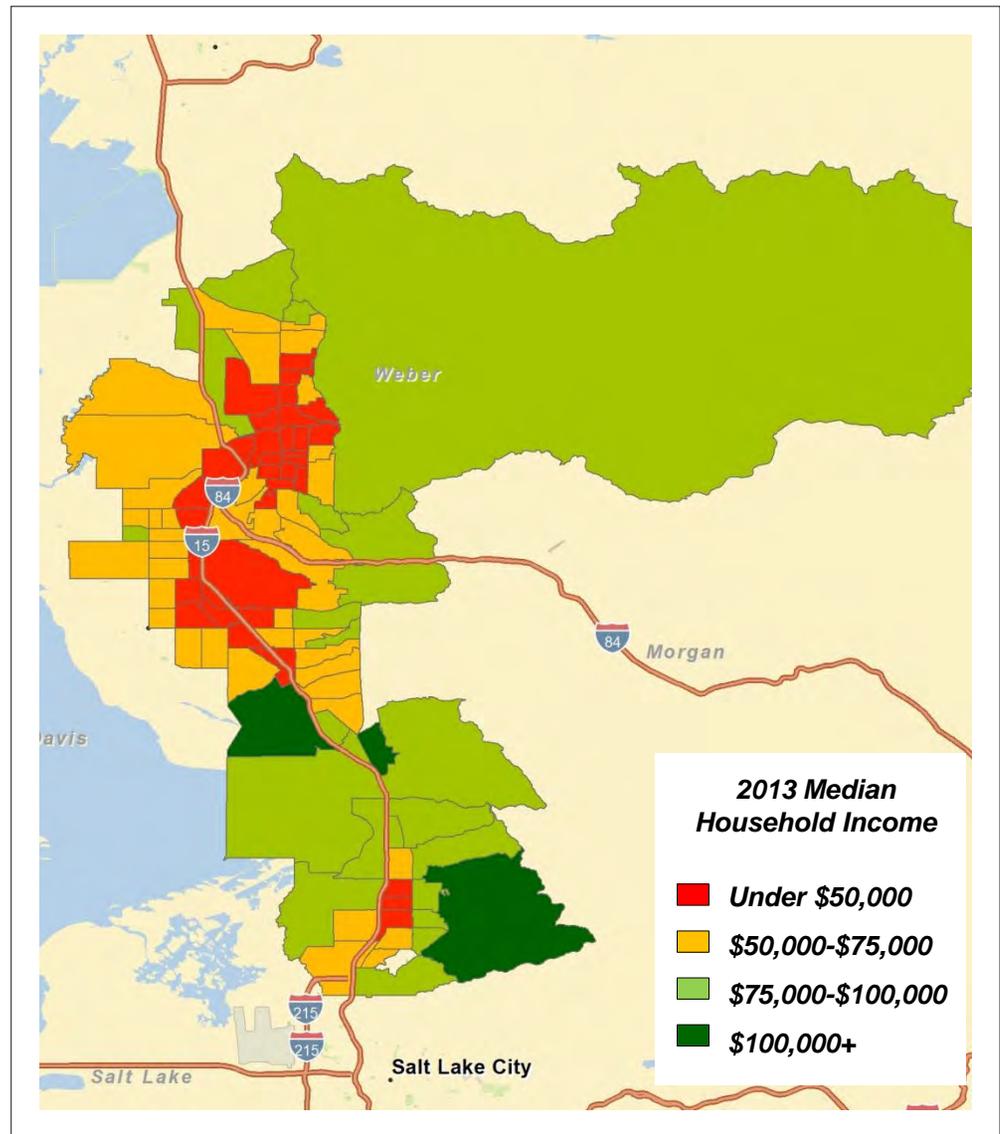
Historical Average Retail Asking Rent PSF 2006-2014



Source: CoStar

Evaluation of Shared Solution Alternative: Inconsistency with Current Positioning of Davis and Weber Submarkets

- The eastern submarkets of the counties, for the most part, have historically been and will likely continue to be “favored” submarkets in the region. At a high level, the “Favored Quarter” refers to the primary path of growth in a region from the original central business district(s) (CBD) which contains the majority of new housing and receives the vast majority of new spending for infrastructure. This pattern is reflected in the map to the right, which demonstrates the concentration of higher median household income levels primarily located toward south and east of I-15 (exceptions include areas where little development land exists between the mountains and the Great Salt Lake).
- The highest income submarkets of Davis and Weber Counties are therefore most likely to see the bulk of higher density housing and commercial development in coming decades. As demand from residents and businesses continues to be strong but these areas become “built-out,” residential and commercial property and land values will increase, making higher density development more feasible. It is unlikely this dynamic will exist to the same extent in lower income areas of the counties.



Source: Esri

Evaluation of Shared Solution Alternative: Boulevards

- Davis and Weber Counties will almost certainly see a greater share of high density residential and commercial development in coming decades, including in western portions of the county. This will be driven primarily by increasing shortages of land along the Wasatch Front overall and by increasing commuting and infrastructure costs, rather than by public or private intervention. Developable land closest to concentrations of jobs and transportation infrastructure will therefore see the lion's share of high density development.
- At the same time, the western portions of Davis and Weber Counties will continue to offer relatively cheap land to meet significant demand for single-family housing (and accompanying low density retail and employment space) for decades to come. The proposed "boulevard" transportation planning approach would not create a sufficient incentive to steer growth from this course.
- Academic research has suggested that high quality streets and "streetscapes" can positively impact property values¹. It is less clear, though, that construction of high quality streets accompanied by general plan changes will, on their own, alter the general form of development within a region or submarket. Such plan changes may positively benefit and change development patterns for adjacent properties and land owners, but these land use benefits wane significantly as distance increases from the impacted areas. There is also uncertainty as to who ultimately pays for construction and maintenance of higher quality streetscapes and whether or not this can be supported by increases in land value.
- It is important to add, finally, that this suggests, as well, that construction of the West Davis Corridor would likely have little impact on broad development trends within west Davis and Weber Counties. Evidence in the Wasatch Front and elsewhere suggests that low density single-family development likely occurs whether or not the transportation improvements are there to accommodate it, unless more powerful forces (the land runs out, the government steps in, or the economy collapses) constrain development.

¹ Such research includes "Public Investment Strategies: How They Matter for Neighborhoods in Philadelphia" by Susan Wachter and Kevin Gillen; "Business District Streetscapes, Trees, and Consumer Response" by Kathleen Wolf; and others.

Critical Assumptions

Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that the information is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

We assume that the economy and real estate markets will grow at a stable and moderate rate to 2020 and beyond. However, stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when an economic and real estate upturn will end.

With the above in mind, we assume that the long term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be "stress tested" to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth.
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels.
- The cost of development and construction.
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth).
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers.
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand.
- Major public works projects occur and are completed as planned.

Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

General Limiting Conditions

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not

be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.